

THE North-China Herald. AND MARKET REPORT.

VOL. II., No. 81.

SHANGHAI, TUESDAY, NOVEMBER 10TH, 1868.

PRICE, TAELS 12 7/8 ANNUM.

NOTICES OF FIRMS.

NOTICE.—Mr. CHARLES RYLEY left our Firm on the 1st September last, and Mr. H. J. HUNT is authorized to sign for us, per procuration, from this date.

ALT & Co.
14no 18 Nagasaki, Oct. 10th, 1868.

NOTICE.—Mr. HOBART SEYMOUR GEARY is authorized to sign our Firm.

OLYPHANT & Co.
1ja 1 China, July 1, 1868.

NOTICE.—The interest and responsibility of Mr. WILLIAM NEILSON in our firm, ceased on the 30th June last.

OLYPHANT & Co.
10de 10 Shanghai, 11th Sept., 1868.

INSURANCES.

THE
BRITISH AND FOREIGN
MARINE INSURANCE COMPANY,
(LIMITED.)

Capital, One Million.

Directors.

THOMAS CHILTON, Esq., Chairman.
SAMUEL STITT, Esq., Deputy-
FRANCIS A. CLINT, Esq., Chairman.
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George Cockburn, Esq.
John F. Duff, Esq.
P. Geo. Heyworth, Esq.
Thomas Harrison, Esq.
Charles Holland, Esq.
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LIVERPOOL.

Underwriter—ROBERT N. DALE.
Secretary—WALTER D. PRITT.
Offices—EXCHANGE BUILDINGS WEST.

Manager in London—J. H. LUKIS,
Office—26, CORNHILL.

Manchester Office—5, ST. ANN'S SQUARE,

WILLIAM P. SHARP,
Superintendent.

REID & Co.,

Agents at Shanghai.
15de 2942 Shanghai, 16th June, 1868.

NETHERLANDS INDIAN MARINE AND
FIRE INSURANCE COMPANY
OF BATAVIA.

THE undersigned, having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. Policies payable in London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.

tf Shanghai, 13th February, 1867.

THE LANCASHIRE INSURANCE
COMPANY.

THE undersigned are prepared to grant POLICIES of INSURANCE on any one Building with its contents to the extent of £5,000.

W. R. ADAMSON & Co.
tf 618 Shanghai, 10th July, 1865.

MISCELLANEOUS.

GEORGE RICHARDSON & Co.,

CENTRAL CHAMBERS, SOUTH CASTLE ST., LIVERPOOL,
(ENGLAND.)

MANUFACTURERS of and Wholesale and Retail Dealers in Model Steam Engines, Magic Lanterns and Slides, Metallic Screw and Paddle Steamers and Sailing Yachts, Telescopes, Microscopes, Opera Glasses, Stereoscopes and Slides, Globes, Mathematical Instruments, Barometers, Thermometers, Spectacles, Eye and Reading-Glasses, Field and Marine Glasses, Model Telegraphs, Electric Lights, Tool Chests, Croquet, all the new In and Out-door Games, Water Colour Paints, &c., &c.

For full particulars of above and hundreds of other articles see Illustrated Catalogue, 112 pages, sent free on application

WORKING MODEL STEAM ENGINES.

Vertical Engines, from 6s. 6d. to 31s. 6d.

Horizontal Engines, from 21s. to 70s.

Locomotive Engines, 25s., 60s., 75s. 84s.,

and 130s. each.

Marine Engines, both paddle and screw

(for boat) 70s. and 105s. each.

Beam Engines, 100s. each.

Pump Engines, 87s. 6d.

See Catalogue for full Description and Engravings of the above.

MAGIC LANTERNS AND SETS OF SLIDES

Complete from 7s. 6d. to £22 each. Pairs of Lanterns for Dissolving Views, &c., from £3 15s. to

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Metallic Screw and Paddle Steamers,

Complete with Engines, &c., from

£3 10s. to £20 each.

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Engravings of above.

Metallic Sailing Yachts

With Sails, Rigging, &c., complete, 6s.

6d., 13s., 16s. 6d., and 21s. each.

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Engravings of above.

Telescopes.

THE LORD BROUGHAM TELESCOPE.

Lord Brougham thought so highly of this

Telescope that he gave G. R. & Co. permission

to call it as above. It will distinguish the time

by a church clock five miles and a flag staff

ten miles, landscapes thirty miles off, and will

define the Satellites of Jupiter and Planes of

Venus, &c. This extraordinary, cheap and

powerful Glass is of the best make and possesses

Achromatic Lenses, and is equal to a

Telescope that costs £5. Price 7s. 6d. each.

For about 25 other varieties ranging in price

up to 84s., see Catalogue which contains full Description of the above.

THE NEW MICROSCOPE.

This highly finished Instrument is warranted to show the

Animalcula in water, Eels in paste, &c., magnifying some hundreds of times; it is mounted on a

Brass Stand and has a compound body with Achromatic Lenses, Test Objects, Forceps, and Spare

Glasses for mounting objects, &c. In a polished Mahogany Case, complete, price 7s. 6d. each.

For about 20 other varieties ranging in price to 63s.

See Catalogue, which contains full Description of the above.

G. R. & Co. have published a Catalogue of 112 pages. Illustrated with 14 full paged Engravings

of Steam Engines, 8 Lithographed Drawings, beautifully printed in colours, of Screw and Paddle

Steamers and Sailing Yachts, and about 20 Views of Magic Lanterns and Slides, describing

upwards of 1500 varieties of Slides, embracing every subject; also full particulars of all the

above named, and many other articles; with numerous TESTIMONIALS. Sent post-free to

any part of the world on application.

N.B.—The Telescope can be sent by post at a charge of from 1s. 6d. to 2s. 6d. extra. All goods

securely packed in strong wood cases for which no charge is made and forwarded by cheapest

and most expeditious route to any part of the world. (In cases where Freight must be paid

in England the amount for same must be included in the remittance.)

Remittances must in all cases accompany orders and may be made by Bankers' Drafts (on London)

payable at sight, or Post Office Order, or Coin in Registered Letter.

* A Catalogue lies at the Office of this paper for inspection and from which orders may be sent

to save time.

8de 2890 13th June, 1868.

"HAMBURG—BREMEN

FIRE INSURANCE COMPANY."

THE undersigned having been appointed

Agents in China for the above named Com-

pany are prepared to grant Policies against Fire

at Shanghai to the extent of £10,000,—on one

risk, as under:

1.—On Buildings or on their contents.

2.—On Ships, lying in port, or on their con-

tents.

For further particulars apply to

Wm. PUSTAU & Co.,

Agents in Shanghai.

tf Shanghai, 1st December, 1868.

BRIGHT CHARCOAL IRON WIRE,

"STAR-BRAND,"

TO BE HAD ONLY OF

HEINTZMANN & ROCHUSSEN,

23 ARCHURCH LANE

LONDON.

29no-68 1331 Shanghai, 30th Nov., 1860.



January 16th 1868.

16ja-69 1722

MISCELLANEOUS.

IMPORTANT CAUTION.

DR. DE JONGH'S
LIGHT-BROWN
COD LIVER OIL.

The undersigned having received information that fraudulent imitations of this celebrated Oil are extensively sold by unprincipled dealers in INDIA and CHINA, all purchasers of Dr. de Jongh's OIL are especially requested to observe that the following are the indications of the genuineness of the Oil.

The bottle is sealed with an impressed metallic capsule (centre, a cod-fish on a shield, encircled by the words "DR. DE JONGH'S COD LIVER OIL.")

The label, under pink outside wrapper, each bottle, and 16-page pamphlet round each bottle, under pink outside wrapper, bear Dr. de Jongh's SIGNATURE and STAMP (centre, a cod-fish on a shield, encircled by the words "DR. DE JONGH'S COD LIVER OIL.")

NOTICE.—Rs. 1000 REWARD.

Any parties counterfeiting Dr. de Jongh's SIGNATURE and STAMP, or copying or colourably imitating his label, or preparing, selling, or importing FRAUDULENT IMITATIONS of Dr. de Jongh's LIGHT-BROWN COD LIVER OIL, will be prosecuted with the utmost rigour of the law, for forgery and fraud.

ONE THOUSAND RUPEES REWARD will be paid for such information as shall lead to the detection and conviction of any person so offending.

Communications in strict confidence

received by

DR. DE JONGH'S SOLE AGENTS and

AGENTS,

ANSAR, HARBORD & Co.,

77, Strand, London.

18de 2935 June 18th, 1868.

JOYCE'S SPORTING AMMUNITION.

ESTABLISHED 1820.

FREDERICK JOYCE & CO.

INVITE the attention of Sportsmen to the following Ammunition, of the best quality, now in general use throughout England, India, and the Colonies.

Joyce's Treble Waterproof Central Fire Percussion Caps.

Chemically-prepared Cloth and Felt Gun Waddings, Cartridge Cases of superior quality for Breach-loading Guns, and Wire Cartridges for killing Game at long distances.

And every description of Sporting Ammunition.

Sold by all Gunmakers and Dealers in Gunpowder.

FREDERICK JOYCE & Co.,

Patentees and Manufacturers,

57, Upper Thames Street, London.

Contractors to Her Majesty's War Department.

7fe o-a-f 7 August 8th, 1868.

DOLLOND'S.

DOLLOND'S TELESCOPES.

DOLLOND'S, 59, St. Paul's Church-yard, London. Ess established upwards of 100 years. Trade Mark 1868. Optician to the Queen, the Admiralty, India Office, Trinity House, and Royal National Life Boat Institution. Manufacturer of Achromatic Telescopes (invented by his ancestor in 1753), Binoculars, Microscopes, Spectacles, and Mathematical Instruments of best quality. Catalogues on application. The public are cautioned against spurious articles bearing a forgery or imitation of the name. o-a-f 16ja-69 1720 January 16th, 1868.

Miscellaneous Intelligence.

BIRTH.

At Macao, on Monday, the 19th October, Mrs. PEDRO LOUREIRO, of a daughter.

DEATH.

At Shanghai, on the 4th instant, A. PACHA, of the Imperial Customs. Aged 35 years.

LATEST DATES

England, (H.K.),	Oct. 19	Hankow,	Nov. 6
Hongkong,	Nov. 3	Nagasaki,	" 4
Foochow,	Oct. 30	Yokohama,	" 4
Tientsin,	Nov. 2	Osaka,	" 4

Latest dates in England, from China,—

Hongkong,	 July 24	Received via	Marcelline
Shanghai,	 15	Sep. 7th,	

METEOROLOGICAL TABLE.

Date.	Time of High or Low Water.	Water on Bar.	Wind.	Force.	I.	Bar.	Ther.
Oct. 31 L.W.	8.52	11.65	S.W.	1	b	30.25	67
" 31 H.W.	9.35	21.04	"	1	b	30.20	65
Nov. 1 L.W.	9.18	11.04	"	2	b	30.20	62
" 1 H.W.	1.02	22.04	W.N.W.	4	b	30.23	61
" 2 L.W.	9.44	12.01	North W.	1	b	30.30	60
" 2 H.W.	1.42	22.05	N.E.	1	b	30.34	61
" 3 L.W.	10.34	11.00	"	1	b	30.37	65
" 3 H.W.	2.10	22.11	N.E. by E.	1	b	30.32	65
" 4 L.W.	10.45	12.04	"	2	m	30.37	66
" 4 H.W.	2.52	22.10	E. by N.	1	b	30.33	66
" 5 L.W.	11.17	12.07	E.S.E.	2	m	30.27	66
" 5 H.W.	3.24	22.02	E. by N.	3	m	30.29	67
" 6 L.W.	11.36	12.02	E. by N.	3	m	30.15	69
" 6 H.W.	4.32	21.10	E. by N.	3	m	30.10	68

EXPLANATION.
F. Force (1 to 12); I. Isidals; b. blue sky; a. clouds; f. fog; h. haze; l. lightning; m. misty (hazy); o. over; c. east (dull); r. rain; s. snow; t. thunder; z. calm.

PASSENGERS.

ARRIVED.—Per "Shames" from Tientsin—The Bishop of Victoria. Per "Phase," for Shanghai—Messrs. Sny, Barrohardt, and 3 Sailors. For Yokohama—Mr. Ruter. Per "Suvo-Nada," from Hongkong—Messrs. E.A. Hitecock and E. Zappay; 2 Europeans and 63 Chinese Deck. Per P.M.S.S. "Costa Rica,"—Mr. and Mrs. Leonard, Mr. and Mrs. Wachels, Mr. and Mrs. Perkins, Mr. and Mrs. J.D. Webb, Mr. and Mrs. Macdonald, Mrs. Jenkins and child, Mrs. Dow; Revs. H.N. Houston, Helen and J.L. Stuart; Count de Mont Blanc; Messrs. B. Slagden, W. Cable, R. Stevens, F. Taylor, W.H. Tapp, Forbes, W.M. Waters, J.H. Allen, W.C. Nickel, E. Johns, W. Claus, F.A. Groom, J. Robertson, J.W. Hyde, W. Schultz, W. Nancise, J.M. Laquent, W. Gibbons, O. Pendleton, E.A. Reynolds and Tann-uan. Per "Tausin," from Hankow—Mr. Sharpe. Kiukiang—Mr. Schmidt. Chinkiang—Messrs. R.S. Gundry, and—Rees, R.N. Per "Formosa," from Yokohama. For Shanghai—Mr. Bossman and one European. Hongkong—Miss Havel and Mr. G. Perkins. Marcelline—Messrs. Fonyatti, and Maron. Southampton—Lieut. Ganker, R.N.

DEPARTED.—Per "Erl King" for Hongkong—Miss Sholl and Mr. Chas. B. Clarke. Per "Phase," for Yokohama—Messrs. Pettigean, Delap, Jenit, Joseph and Marquet. Per "Suvo-Nada" for Hongkong—Mr. and Mrs. Perkins, Yihuan, Reeves, J. Waller, W.H. Foster, J. Middleton, and Mann.

TO LEAVE.—Per "Ottawa" for Hongkong, —Messrs. J.M. Lima, Reilberg, M. Plin Schultz, A. Lind, Captain, Officers and Crew of the "Orissa" and Mr. Bossman. For Marcelline—Capt. Stevens, Messrs. George Smith, F. Schellhass, Pingatti and F. Berntraeger. For Suez—Mr. J. Muenrich. For Southampton—Mr. W.N. Payne, Lieut. Ganker.

PRICE OF THE NORTH-CHINA

HERALD AND MARKET REPORT.—Per Annum, Twelve Teels;—Six Months, Six Teels;—Three Months, Four Teels;—all payable in advance. SIXTEEN NUMBERS, 2 mace 5 cand.—FIVE COPIES, One Teel. Subscriptions will be considered as renewed, unless notice to the contrary be given before the expiry of the current term.

ORDERS.—From other ports, for Subscription and Advertisements, must be accompanied by a reference for payment in Shanghai, or they cannot be attended to, in consequence of the inconvenience of collecting small sums at distant places.

The publication of the North-China Herald commenced at 7 P.M.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, TUESDAY, NOV. 10, 1868.

The discovery of gold at Chefoo has caused singularly little excitement here. People seem, indeed, hardly to realise the fact. There has been no rush to

the "diggings," no haste to acquire land at the fortunate port. Some few Europeans have gone by twos and threes to the district, and seem to be earning a fair livelihood. We hear little of them, except from an occasional traveller whom curiosity leads through the neighborhood; no consignments of gold dust or nuggets come to the banks. It is a mystery, in fact, what becomes of the precious metal they find; for find it they must, or they could not live. It can only be assumed that they sell it to the Chinese for food. By twos and threes, as we said before, discharged sailors, loafers, quarter-masters of coast steamers have drifted to the spot, until some forty or fifty men are said to be digging and washing in various localities. Vehement paper opposition is raised by the Mandarins, but here it ends. The guilt of mining is described, and the special wickedness of foreign miners is enlarged on. Natives are warned from joining in the pursuit, or aiding those who do. A body of foreign drilled troops has been sent to Chefoo from Tientsin; but at Chefoo they stay, showing no inclination to expel the intruders, though furnishing food for large talk of deeds to come, to the localiterate. And the miners find no greater difficulty in obtaining what they need than they did before Mandarin jealousy was awakened. It is true the villagers are afraid to supply them openly; but they come at night with fowls, vegetables, eggs and meat, glad of the chance of a good market. The only effect of the opposition, thus far, has been to isolate foreigners. The people are friendly enough disposed, but dare not help them or serve them as guides. Gentlemen who have been through the gold district with the avowed object of prospecting, have failed through the difficulty of obtaining labour. A few trembling coolies will sometimes begin to dig at an indicated spot, but the slightest glimpse of an official hat sends them scampering, and stops short the researches. No satisfactory opinion can consequently be yet hazarded as to the likely yield of "placer diggings." Men of means who would employ labour cannot get it; and the foreign miners are too few and too disinclined to spend their time on speculative research of the kind. Having no resources to fall back on in case of disappointment, they confine themselves to washing for gold dust in the beds of the streams. It is said that they contrive thus to earn about three dollars a head, a day. As even the Chinese are allowed by their officials to indulge in this luxury, it is easy to believe they cannot do more; for they are working soil which has probably been already searched; but re-enriched by the downpour of water from the hills. Every where, traces of this creek washing are to be seen; but no attempt seems to have been at digging, or quartz mining. Reports are current of valuable veins; one of two inches square is said to exist at Pingtu, but none such have been seen, or authenticated. All that is absolutely known is that creek washing pays fairly; and the inference is clear that a matrix must exist, whence this gold dust is washed down after every shower. If the diggings were in the neighborhood of Shanghai instead of Chefoo, it is likely the number of explorers would be more numerous; but sailors cannot see their way to reach the lucky spot from hence, even if they desert their ships. It remains for the reputation of the place to become higher, and for an influx of Australians or Californians to settle the question of its wealth. In the meantime, it is said that some miners are turning their attention to lead, as affording more profitable employment. The richness of the Shanghai hills in this mineral has been often asserted, and one party of foreigners is said to be now working on a rich and easy vein which yields them ore that they can sell at \$22 a picul to the Chinese. It is said to be fairly cropping out of the side of the hill, and to need only picking out with the axo. The interesting question is, what will be the upshot of these discoveries. For

matters can hardly go dribbling on as now. The numbers of the miners will certainly increase, and the Chinese will then probably take fright and try to stop their ingress. At present they seem inclined to wink at the few men who are at work, rather than incur a contest. But if hundreds come in place of tens, would they not try to act? Is it not the duty of the Foreign Ministers to try to prevent any such catastrophe, by pointing out how quietly the men actually on the spot behave, and by advising the Chinese to legislate mining on terms which shall secure a legitimate revenue to Government, and guarantee order among the new population. There is no doubt the chief dread of the officials is disturbance among assembled numbers. Let this fear be removed, and a great part of their objection to mining will disappear also. They must be shown how to make fire fight fire; how to use foreigners, or at least, a foreign-drilled force, to control foreigners.

Summary of News.

THE mail of the 11th September arrived per *Ottawa* on the 29th [October], and the French mail of September 19 on November 2nd. The *Costa Rica* with the American Mail on November 5th. The 25th September mail is due to-day. Telegraphic advices have been received to the 13th October via Kinchata.

The following ships, other than coasters etc., have arrived during the fortnight:—*Celestial Queen* and *Naiad*, from Newcastle, N.S.W.; *Dartmouth*, *Elizabeth Nicholson* and *Elmston*, from Sydney; *Lammermuir*, from London; *Benjamin Bangs*, from Cardiff. The departures have been—*Skjold*, for Falmouth; the *Tyburnia*, *Nestor* (str.), *Ethiopian* and *Ormate*, for London; *William Turner*, for New York.

The Customs Quarterly Returns of Trade at Shanghai for July, August, and September last, show the import of Grey Shirtings to have been 1,365,107 pieces against 372,893 for same period of last year. Of White Shirtings 167,977 against 41,848. Of T-Cloths 597,700 against 73,281. Of Drills (English) 33,355 against 4,146. Of Camlets 40,321 against 26,482. Of Iron 63,706 piculs against 17,923. Of Lead (pigs) 35,820 piculs against 5,928. In Lustres, Turkey Reds, Spanish Stripes, Broad Cloths, Rice, Sugar, Hemp, the quantities are less than those of the comparative period last year. Tls. 789,283 were collected in Shanghai during the quarter for imports, exports, and opium duties, and Tls. 63,283 for tonnage and transit dues.

Since we last summarised the passing events, we have survived our race week. The first three days of which were lovely in so far as weather was concerned, but Saturday with a southerly wind was close and muggy. The attendance, though less numerous than formerly, was abundant enough to make things cheerful. Many were those we were nearly writing bonnets—but any tiques à la Louis 15, or à la Watteau, which varied and contrasted in taste and brilliancy, while their wearers contributed to the beauty and heartiness of the day's enjoyment. Details of the events will be found elsewhere. Many parties took the opportunity to go for excursions into the country where, with dog and gun, they have passed the holiday week. We are glad that, although there is a disturbed feeling in many places, we have not yet heard of any of these having had any difficulties with the natives.

A return [Cricket Match between the Racket Club and the S.C.C. was played on Monday and Tuesday last. A preliminary tiffin was held on the ground, at noon.

In the action for damages by collision brought by the *Japan* v. the *Kiu-shiu*, partially reported in our issue of the 30th ultimo, judgment has been given in favour of the plaintiffs.

Extraordinary decisions are not infrequent at the Mixed Court, but Tuesday's sitting was more remarkable than usual in this respect. A gentleman was lately knocked down and robbed of a watch worth \$180, near the Soochow Bridge. The police discovered it in the shop of a pawnbroker, who had advanced on it \$22. The inference is remarkably strong that he must have known perfectly well a watch so cheaply pawned could not have been honestly come by. Instead, however, of punishing him for receiving stolen goods, the magistrate decides that Mr. Bibens is to repay him the advance. In another case, two house servants are convicted of stealing their master's property during his absence, but are let off without punishment; the master being told to recoup the value of the stolen goods out of their wages. Such sentences are simply encouragements to crime.

We print elsewhere the Report of the Committee of the Chamber of Commerce, intended for presentation at the meeting of members to be held on the 17th instant. It is a valuable commercial record.

H.B.M. Consul at CHEFOO issues a notification, under instruction from Sir Rutherford Alcock, warning British subjects that mining is an infraction of the laws of China.

We hear that disputes between Chinese and Foreigners are assuming a very serious aspect in Formosa; and that Lord Scott will take the *Rinaldo* and *Slaney* back to Takao as soon as the Nanking affair is settled. For the moment, the Chinese seem to have fairly got the upper hand. We cannot but think that all these difficulties might have been avoided by a little timely display of energy on the part of H.B.M. Minister; for it is to him of course that every one looks for action. And we are tempted to repeat a wish we expressed some weeks ago,—for three months of Sir Harry Parkes, to bring the Mandarins to their senses.

There is little news from JAPAN. The Mikado's departure for Yedo is said to be deferred, in consequence of a plot by the northern party to seize his person having been discovered. It is hoped that the opening of Yedo to foreign trade will soon be accomplished. The settlement is said to be prepared, and bonded warehouses and a Custom-house erected. The hotel is not quite furnished, but forty guests can be accommodated. Wakamatz, Aidm's chief town and his principal stronghold, is said to have been taken by the southerners, but the news wants confirmation. Stotsbashi is quiet at his city, Tsurunga. His territory contains a convenient port, Shimidzu, and the Tokugawa clan are said to intend asking that it be opened to foreigners.

An account of the position of the Yangchow question, and of the progress of the fleet which escorts H.B.M.'s Consul to NANKING, will be found elsewhere. The goods stopped at Hwoi-nan have been released, but others impounded. Ma, the new Viceroy, has arrived at Nanking, but has not taken over charge. Tseng-kwo-fan is still at the helm, and we hear that he has been consulting the American Consul as to his wisest course of action. A caricature has been sketched in Hongkong, representing the British lion crouching muzzled, while Tseng-kwo-fan is dancing a hornpipe on the British flag. Mr. Wade and Prince Kung are hobnobbing in a corner, and other high and mighty ones are playing croquet in the background. Tseng-kwo-fan may chance to find the British lion unmuzzled, if he wait at Nanking till the Rodney gets up.

At the last moment, as we are going to press, we hear that the Viceroy of Nanking has unconditionally yielded to all the demands made on him by Mr. Mulhurst in connection with the Yangchow affair. His new steamer is to be held as guarantee for the fulfilment of his promises. A Grain commissioner and the Taotai of Shanghai are to go to Yangchow with the Consul, to investigate and punish the rioters.

Editorial Selections.

THE NANKING EXPEDITION.

The following particulars reach us from Chinkiang:—

H. M. S. *Rodney*, *Rinaldo*, *Icarus*, and *Slaney* anchored here at 5 p.m. on the 6th instant, after a four days passage from Woosung. The last three left again on Saturday, and the *Rodney* on Sunday morning, for Nanking. When they will get there is problematical, at their rate of progress. The *Tuscan*, which passed here Sunday afternoon reports having met them about half way. The Chinese gunboat *Tung-che*, lately launched from the Kiangnan arsenal, arrived here Friday, with the Taotai of Shanghai on board. He landed next morning at 7 a.m. and went into the city to visit the Chinkiang Taotai; and three hours later both Excellencies went to the British Consulate with the amusing proposal that Mr. Medhurst should accompany them to Nanking in their gunboat, instead of troubling to take up the men-of-war. She was very fast, they said, and all could be settled quickly and amicably. It is needless to say the offer was declined.

In the meantime, Tseng-kwo-fan, aware of the approach of the squadron, has changed his tone remarkably. He has written a more than apologetic letter about the Hweiquan barrier case, has ordered the release of both shroffs and cargo, and the Taotais are struggling vainly to settle the question of compensation, which now remains. Unfortunately for their efforts, the irrepressible Barrier has stopped another cargo—of shirtings—which was on its way to Ching-cheang-pu; so they are hardly likely to relieve the Viceroy of the disagreeable negotiation. It is necessary that emphatic action against the Hwei-quan official should proceed from himself, to stop further mistakes. The danger is that Tseng, owing to the slow movement of the squadron, may have handed over charge to his successor, who will no doubt be ready enough to settle everything amicably; but one great point—the humiliation of Tseng—would then be missed. There are strong hopes though, that Ma will decline the uneasy throne which now awaits him, and will tell Tseng to settle his own disputes before leaving. A somewhat similar hitch is said to exist at Hwei-quan. It has been already mentioned that the Hoppo there was at the end of his term of office. But his successor refuses to release him until the existing troubles are blown over. He has created the dead lock; and he may solve it. The new man declines the responsibility.

At Yang-chow, the same wholesome dread does not seem to exist. Two adventurous foreigners rode there from hence a few days ago, and met with scant courtesy. They hired chairs to escape the pressure of the anticipated crowd, but did not thus avoid scowls and abuse from passers-by and followers. Various epithets, from "foreign devil" and "foreign dog" to others unfit for ears polite, were hissed at them; and one individual went the length of slaying a bunch of turnips at the occupant of the leading chair, accompanying the act with a volley of abuse too foul for translation. The temptation to get out and knock him down was difficult to resist, but the visitors were at the opposite side of the city from their horses, and dreaded creating a row which might have ended anywhere. The incident will at least strengthen Mr. Medhurst's hands, in demanding the issue of a proclamation condemning the recent behaviour of the Yangchow people, and warning them that foreigners are to be treated courteously in future. It was remarked that the abusive epithets were chiefly made use of by the well-dressed men; the common people only looked sulkily curious. The individual of turnip notoriety is believed to have been a Tartar.

Some surprise is felt at the announced visit of the U. S. steamers *Ashuelot* and *Piscataqua*. It is surmised that the

American authorities may contemplate taking advantage of the present crisis to settle the land problem, which has so long defied them. It is known that, some years back, a quantity of land was purchased by foreigners on the north bank of the Yangtze, opposite Chinkiang, but they have not been allowed to settle there. The land is now occupied by squatters who will neither purchase nor pay rent for it. In fact the foreign owners hardly dare to show face on their own property; the Honan salt junk men who affect the spot are so rowdy and hostile.

Mr. Medhurst will probably visit the Viceroy on Tuesday; and if the latter fail to give in at once, will return with a delegate to Yangchow, to re-investigate the case fully on the spot, and will then go back to Nanking and insist on the complete fulfilment of his conditions. It may be questionable whether these should not be made heavier in consequence of the trouble and expense Tseng has caused by his first obstinacy. Certainly the punishment of the Yangchow literati becomes more than ever essential; and this will be the great point of difficulty.

The Hweiquan barrier case has occurred not altogether inopportunistically, if it be availed of to read the local officials a lesson on the subject of transit dues. The mere release of the impounded cargo is small satisfaction for the worry, delay, and possible loss of market. Neither is so simple a solution likely to prevent similar eccentricities in future. A good round compensation should be exacted, and the barrier officials degraded and dismissed from Government employ for their illegal action. The present opportunity should be fully availed of to read the authorities a stern lesson, and to quell, once for all, their rising insolence and obstructiveness.

CHINESE PROGRESS.

We are apt to undervalue the progress that the Chinese are undoubtedly making, at least in some directions. Coming into close contact with them we feel so completely their deficiencies, and see in such a strong light the stationariness of the national character, that our natural tendency is to look with a certain degree of contempt upon the progress which they may be supposed to make. No doubt the Chinese reciprocate our feelings without any abatement of warmth, and in the dignified repose of oriental manners take pride in contemplating that vast superiority of Chinese over Europeans, which, so long as they are the sole judges of the case must pass entirely unquestioned amongst them. Even amongst much less secluded nations than the Chinese there is a manifest tendency not to see themselves as others see them, and self-conceit and national pride are quite sufficient to account for any absurdity in the estimate of respective national merits. Besides China and Europe follow two different systems strikingly distinct in their main features, and each regards its own as all-sufficient; and so long as the Chinese place before themselves certain aims as the objects of life, however defective these may seem to us, they will be able to dispense with our higher standards, and still attain all that they desire. But if they enter upon any career of genuine progress, the inadequacy of their system will soon become apparent in the conflict of opposing maxims.

As yet we cannot say that the Chinese have fairly entered on the path of progress; but they have now so many foreigners in their service that they are gradually beginning to find out the full extent of their rights as an independent nation; and they have sufficient of the wisdom of the serpent to take advantage of these rights to baffle foreigners; while they evade acting up to the duties on their part which the rights imply. Within the last few days the new Chinese gunboat arrived from Nanking, bringing we believe, orders from Tseng-kwo-fan to the Taotai to repair to the scene of the forth-

coming diplomatic encounter, in the Imperial gun-boat. It is a matter of public notoriety that before taking his departure the Taotai paid lengthened visits to the French and American Consuls; and whatever may have been the nature of the interviews, it is clear that the summoning of the Taotai to Nanking is a new step in Chinese tactics. Instead of adhering to the former system of duplicity, evasion, and delay, it would seem as if Tseng-kwo-fan was resolved on contesting the subject in dispute on equal terms; and in thus sending for the official most experienced in dealing with foreigners, he is calling to his aid the man probably best qualified to indicate the legal limits within which Mr. Medhurst can act, without violating the principles of international law. We must make up our minds to see the Chinese in future contesting acts to which they are opposed, on grounds which we ourselves are bound to recognize. It is perfectly evident that if Tseng-kwo-fan should come out frankly, and insist on the principles of Wheaton's International Law being observed in the present case, the dispute might be referred by Tseng to Peking, where confessedly all international questions ought to be settled; and it is difficult in such a case to see how we could refuse to allow the whole question to go before Tseng's superiors and our own authorized ambassador. The Taotai's departure may be without special significance, but his visit to the French and American Consuls was doubtless to ascertain their views on the matter, and perhaps to learn how far he could rely on their supporting him in the event of Tseng resisting the demands of Mr. Medhurst. It may be that the question will receive a satisfactory solution, and that the Taotai is only summoned to assist in deliberations which are meant to be conciliatory; but we cannot lose sight of the influence of foreigners in the Chinese service, as they can scarcely take up a position hostile to their employers, and must therefore very frequently express opinions, favourable to the Chinese view of things, which lead them to overrate the strength of their case from the foreign point of view. We await the issue of the proceedings at Nanking with deep interest, as it is just possible that the growing tendency towards independence on the part of the Chinese, may manifest itself in a manner which may necessitate a change in our political tactics in dealing with the Mandarins.

THE BURLINGAME MISSION.

We have already expressed our view, and we think that of all foreigners in China, that the mission of Mr. Burlingame and the associate Envoys to the West, is unmistakably a failure. The first contact of these gentlemen with a civilized government has, from the very excess of success, wrecked the whole scheme, and exposed the motives and intentions of the high plenipotentiaries, which were so carefully misrepresented here with a profusion of plausible and sophistical rhetoric. The false position in which the apostles who went forth to preach the Chinese gospel to every creature, have placed themselves, is so abundantly manifest that we doubt if there is a single intelligent foreigner in China who does not now look upon the further progress of the mission as undesirable. It is anything but a triumph for the foreign residents thus to see a hopeful step for the future of the Chinese empire brought into discredit by the conduct of its leaders. We have supported the mission, and were willing to hope for much which its promoters expected it would effect, but we feel its position is so anomalous and its proceedings so likely to influence the minds of the Peking Mandarins, that we cannot regard its extravagances as the simply imprudent and unimportant outcome of individual idiosyncrasy. It is because we are anxious that the Mission should be a success, and should be the satisfactory beginning of new international relations between the East

and the West, that we regard its farther progress with misgiving.

There is scarcely a doubt as to the reception with which the Embassy will meet in Europe and especially in England. Already the press is treating the Mission as a retrogressive step, as an attempt to place the question of our dealings with China in a false position, and to postpone the revision of the treaty until the Chinese government informs us when changes may be safely carried into effect. Notwithstanding Mr. Burlingame's high opinion of his employers, as expressed in his New York speech, it would be deeply reprehensible for us to abandon our firm attitude of moral pressure towards the Chinese authorities, and thus give them reason to think that we were renouncing our steady policy towards progress in China. In this view which the English press takes we entirely concur, and the thorough discussion which Chinese questions are now being subjected to in England, must ultimately prove of immense benefit in compelling our own government to give their special attention to the subject. It is clear that they must take an entirely different view of the position of affairs in China, from the United States Government. They cannot and will not complacently pass over the whole revision question as unworthy of notice. After all, the British Government is really the one with whom the responsibility of foreign progress in China mainly rests. Its larger interests and widespread power lay upon it the duty of acting with a serious intention, and then other nations come quietly in behind. So that, in the present case, American statesmen have gratified Mr. Burlingame's whim with a treaty of no practical importance, and have had their quiet laugh at his pompous exaggerations. They knew very well that the British Government would treat the question practically and earnestly, and after patting the ambassador and the associate envoys on the back, they have now lauded their Excellencies over to the Court of St. James, with the most perfect assurance that Chinese grandiloquence and the unification of mankind will at last meet with their quietus. There is no doubt too that the British Government will investigate the powers with which Mr. Burlingame and his Chinese co-operators are invested; and whatever may be the result, we may be perfectly certain that the Peking Government never authorized their representatives to enter into negotiations with a view to conceding anything of the slightest importance. The embassy was never intended to enter earnestly into the question of treaty-making, at least so its promoters alleged; and in departing from the explanatory policy which they proclaimed to be the object of the mission, they show that behind their professions and protestations there were sinister motives and objects in reserve. They have had their holiday in the United States, where everybody seemed anxious to humour the mission scheme, although perhaps few attached much importance to it. Now however they pass on to Europe, where the mission must "mean" something different from what it "meant" in the United States. The British Government will treat it in a thoroughly serious spirit, and in London the real bearings and objects of the embassy will be for the first time fairly brought out.

TELEGRAPHS FOR CHINA.

It would seem that the last thing Mr. Burlingame has conceded, in virtue of his powers as Chinese ambassador, is the liberty to lay down submarine cables on the China coast, so as to connect the cities of Canton, Macao, Hongkong, Swatow, Amoy, Foochow, Ningpo and Shanghai by the electric telegraph. The idea is by no means new, and even the project now announced is simply part of the scheme which was seriously proposed, but never undertaken, by the East India Telegraph Co. This company was formed for the purpose, and

pretended to have obtained the concession of liberty to land their cables at the principal sea-ports; and, in consequence of Dr. Macgowan's connection with it, it created a temporary interest amongst the foreign residents. The latter were naturally eager to welcome any scheme by which the North of China would be placed in telegraphic communication with the South, and thoroughly appreciated the spirit of enterprise by which they hoped to be benefited. But the project never assumed any practical shape; all the grand speculations about civilization, and the overwhelming prospect of doing untold things for one-third of the human race, quietly dwindled out of sight.

The excitement that has been produced in the United States by the advent of the Chinese Embassy, seems however to have awakened the telegraphic cable project on the China Coast, to a new life. The new prospectus is just sufficiently exaggerated in its facts and its general tone, to show that China is precisely the country where telegraphic cables are bound to pay; and a judicious use of rows of ciphers will doubtless have an impressive effect on the American mind. If the present scheme should ultimately be carried into effect, it will undoubtedly be an important acquisition to both foreign and native merchants at the principal ports; and even as an instrument of progress in the gradual initiation of the Chinese mind into western knowledge, it will be a step of considerable moment. At the same time, we cannot but regard the views of pecuniary success entertained by the promoters, as very much exaggerated. "If the telegraph we propose, connecting all their great-seaports were now in existence, it is believed that its business would pay its cost within the first two years of its successful operation, and would steadily increase thereafter." We should not be astonished if the first two years of its successful scientific operation were quite unsuccessful, financially; so we can scarcely hope for anything but grievous disappointment to those who invest their money at the bottom of the China sea, in the expectation that the cost will be repaid in so short a time. Still, it is one of the necessary links in the chain connecting the United States and Europe with the East of Asia, and which seems destined soon to be completed. If the cables were once laid along the China coast, there would be a strong inducement to have them continued to India, and by this means the telegraph which may be temporarily a failure as a merely local undertaking, may derive its prosperity from being the direct means of communication with India and Europe. It is possible that we may owe to the excitement caused by the Burlingame Embassy, the immediate construction, by an American Company, of a line of telegraph from Canton and Hongkong to Shanghai; and if so, this will be one positive benefit to the China trade, both native and foreign, which will have been the result of the grandiloquence and enthusiastic exaggeration as to the youngest nation and the oldest land, that have been lately indulged in.

It is further contemplated in the prospectus to establish a system of telegraphs on land, between the leading towns in the Empire; but it is not specified that Mr. Burlingame has conceded the right of carrying the telegraph into the interior, so we fear that internal telegraphic communication is as far off as ever. This new project is therefore simply an old scheme furnished up with the announcement intended for the benefit of subscribers, that the China Government has (through the Hon. Anson Burlingame) conceded to this company the privilege of connecting the great sea-ports of the Empire, etc.; but if it ends in the telegraph being established on the coast, a step will have been gained, which will meet with thorough appreciation from the foreign residents.

HONGKONG.

In the absence of exciting news, the papers continue their dissertation on the causes of the depression of trade in the colony. We have received a small pamphlet attacking an assertion lately made in the *North-China Herald*, that the Portuguese occupy Macao on the same terms that Englishmen live in Shanghai—as a settlement only. The writer seems to argue that the Portuguese hold Macao in right of conquest, since the disputes between them and the Chinese which followed the assassination of Governor Amaral. We cannot agree with him. The Chinese have always repudiated the idea of having ceded Macao, and refused to sign a treaty giving up their territorial right over the peninsula. The following letter by Admiral Keppel, explaining that the Chinese have a national flag, may be interesting. It is of course called forth by the late trouble in Canton waters, when the Chinese gunboat *Chunkei* fired on the British steamer *Kinchin* for not hoisting her flag. In this case, our readers are aware that the Captain of the *Chunkei* was dismissed.

"I have the honor to submit the following Extract from the Order Book on this Station, establishing in pursuance of Admiralty Instructions the Ensign to be recognized as indicating a Chinese Government vessel.

"The Chinese Government having determined that all War Vessels of China shall in future carry a Dragon Ensign in addition to the Distinguishing Flags already worn by such Vessels, the Officers in command of Her Majesty's ships on this Station are to respect this Ensign accordingly, as the Government Flag of China, in the same manner as the National Flag of other Nations."

"The Flag will be three-cornered, yellow ground, upon which a Dragon will be designed, with the head towards the upper part of the Flag, and will vary in dimensions, according to the size of the vessel by which it is worn."

I am of opinion that this National Flag should be displayed in all Chinese Vessels carrying Pendants, and in addition a Flag to denote the Vice-Royalty, or Fleet to which the Vessel belongs may be hoisted at the masthead."

Admiral Keppel's letter called forth the following paragraph in Monday's *Courier*:—"It will doubtless interest our readers to hear that the Chinese have at length got a war flag—not that adopted by Mr. Lay and Captain Sherard Osborn, which was so unpleasantly suggestive of the old Irish rebel colours—but a three-cornered yellow flag with a dragon gallantly depicted thereupon."

The writer is mistaken, we think. We have not at hand the original Admiralty notification, recognising the flag "adopted by Mr. Lay and Captain Sherard Osborn;" but our impression is that Admiral Keppel nearly quotes its words. Certainly it laid down that the three-cornered yellow flag with a dragon depicted thereupon was the Imperial flag—equivalent to the St. George's Cross. The flag to which our contemporary alludes as suggestive of the Irish rebel colours, was the ensign; and this had the dragon—equivalent to our cross—embroidered in the centre.

TIENTSIN.

Some weeks have elapsed since I last had the pleasure of giving you any news from this quarter; unavoidable circumstances having prevented me during that period obtaining the necessary leisure to do so; but our autumnal fête having just been celebrated—an event of considerable importance in the eyes and minds of the most of the foreign residents in this otherwise extremely monotonously dull place, I have considered it my duty to find the time to chronicle in the *North-China Daily News*, the stirring events just passed, that future historians of Anglo-Chinese history may be in possession of the necessary data to fill the page given to Tientsin for 1868. The Tientsin races—the above mentioned autumn fête—came off on the 29th, 30th and 31st days of October; and during these days we were highly favored in the weather, having clear skies, cool winds, and altogether beautiful days, such in fact as we in general have at this time of the year. Our races unfortunately this autumn could not be held on the ground lying a short distance N.E. from the Treaty Joss house, and one mile from the British settlement, which has been hitherto used for the course, in consequence of its being covered in many places by water caused by the large quantity of rain which fell during last summer. A temporary race course had therefore to be found and made, three weeks back, at a place lying about 3 miles south east from the British settlement.

When the meeting came off the course was in splendid order; being neither too hard nor too soft. The entries were at this meeting not quite equal to those of the previous one, arising, principally I fancy, from the absence of the Peking racing people, whose ponies at last meeting were pretty numerous, and did very well. The challenge cup was run for on the second day, won for the second consecutive time by Mr. Higginson on *Coup de grace*, a brown pony thirteen hands one inch, and ridden by "the noble owner" himself as the phrase goes in sporting circles here. *Coup de grace* was decidedly the best pony of the meeting, and won several of the races, with very great ease. On the challenge cup being formally handed over to Mr. Higginson he was pleased to inform the public that it was his intention to present the Race committee with a new challenge cup for the next meeting. He was naturally immensely cheered. His Excellency Chung-how, the superintendent of trade at this place, gave a cup to the race committee, and which was run for at this meeting. I understand that his Excellency acquainted Mr. Old, who had an interview with him respecting the present cup, that it was his intention to give a new cup meeting in future. Mr. Old has well merited the thanks of the community for the able management of this affair.

On the third day the Club Cup was run for, three ponies starting for it, as you will observe, *Kailoo*, *En Avant*, and *Newbroom*. The judge declared the race a dead heat; and on it being run over about an hour later, *Kailoo* came in the winner. As a matter of course after the judge declared the race a dead heat, various opinions were expressed by those present on his decision, one which I may style the Iberian opinion, was that "He's a basterd;" the other, which I may name the English opinion, was that "He's given a fair decision."

The Griffins this meeting were a very miserable lot, and had no chance whatever against the ponies of last meeting. In consequence I suppose of the race course being this year so very far from the city, I did not see any respectably dressed Chinese city people as spectators at the meeting. I do not of course include in this remark his Excellency Chung-how and suite, who appeared at the races on the second day. A great many of the foreign residents were likewise absent, from, I presume the same cause—the great distance from their homes. The weather, being remarkably fine, could not have prevented any one coming.

At 3½ p.m. on the 30th ultimo when the races were going on, but between two of the races and when the sky had not a cloud in it, a meteor going from South East to North West appeared, and exploded. I was in the grand stand at the moment, but seeing the foreigners and Chinese outside looking up at the sky, I ran out and perceiving a long streak like a cloud in the heavens, I examined it with my glass, it appeared exactly like the smoke made by a railway engine, when the air is heavy and there is no wind. When in the grand stand, I heard an explosion like the report of a cannon at a distance, and after I had come outside some 3 or 4 minutes, we all heard a rumbling noise like continuous distant thunder, for several minutes. I fancied the earth shook, and the same was felt by a foreigner on the opposite side of the river, 5 miles from the race course, after he had seen the meteor. The foreigners and Chinese at the race course, and who were not in the tents, hearing a rushing sound overhead, saw in the sky a dark object like a ball flying through the air, and then exploded making a noise like the report of a cannon. It was a most extraordinary sight!

On the last day of the races four merchant steamers arrived off the settlement, showing that the import trade is also progressing as well as racing, and that we also pay attention to mercantile matters. A considerable business is daily being done in most kinds of imports; but as the season is now pretty far advanced, most of the inland traders are very busily engaged making up their parcels for the interior; and in a couple of weeks hence many of them will have departed. The rivers will soon be frozen up in the interior, and winter weather is close at hand. The wild fowl appear to have all gone home, as we now do not see, every half hour, immense flocks of geese and ducks flying southward, as we were in the habit of doing during the first 21 days of October. On the 23rd October, I saw ice on the water jars in my yard, the production of one night, nearly quarter of an inch in thickness. Northerly winds now almost daily prevail, and the river water is very low as compared with the tides we had a month back, arising from the northerly winds blowing the water out of the Gulf.

The peasantry are at present busily gathering in their cabbage crops; the winter wheat, which has been sown some days, is now over an inch high above the ground. The millet crops, and in fact all the crops, have been this year above the average; and the inhabitants are looking very happy and comfortable. We hear nothing of rebels, this province being completely free from them and tranquillity existing every where in it.

1st November, 1868.

ANNUAL REPORT OF THE COMMITTEE OF THE SHANGHAI GENERAL CHAMBER OF COMMERCE.

SHANGHAI, October 31st, 1868.

At the close of their year of office, the Committee beg to submit to the Chamber their Report upon the subjects which have formed its business during the time which has elapsed since the Members last assembled in General Meeting.

Salvage.—In November last H. B. M's Consul favoured the Committee with a translation of a Despatch on the subject of salvage, which he had received from the Taotai of Shanghai, and invited an expression of the views of the Chamber before returning an answer. To prevent wrecking, the Taotai proposed that certain rewards should be paid for early information of wrecks of vessels on the coast, and that in cases of Salvage, 20% of the value of the vessel, and 10, 20, or 30% of the value of the cargo, according to the trouble undergone, should be distributed through the Consul and local authorities to the salvors; or in the event of a vessel grounding only, and not in severe weather, that the reward should be calculated at the rate of 10% of the value of the property.

The Taotai concluded by informing the Consul that "he had sent orders in this sense to all the districts on the Coast, and directed that proclamations which are to have a permanent effect be issued."

In their reply, the Committee, whilst expressing their gratification at the display of an intention on the part of the Chinese authorities to deal with so important a matter, asked H. M's Consul to point out to the Taotai, that the existing Admiralty Courts of foreign nations provided for the decision of questions of Salvage of foreign vessels, and that with them the power of awarding or assessing Salvage alone rested; adding a wish that the Chinese local authorities would consult the representatives of foreign traders before issuing proclamations which affect their interests.

Security Chops.—A Notification by H. B. M's Consul having appeared in the local papers on the 20th January of this year, giving publicity to a Circular signed by Sir Lutherford Alcock, which endorsed the opinions expressed by Mr. Medhurst, British Consul at Hankow, in a previous public notice relating to Chinese Guarantee Bonds or "Security Chops," and the Committee, deeming that the general application to all ports in China of the views entertained by Mr. Medhurst of the local working of the system, would be regarded, especially by the Chinese, as an evidence of reluctance on the part of H. M. Minister to insist upon the rights of foreign merchants under the documents in question, and tend seriously to interfere with commercial relations with natives addressed a letter on the 23rd April to Mr. Consul Winchester on the subject, which was transmitted to H. M. Minister at Peking.

Mr. Medhurst's notification, which was issued on the 25th June 1867, cautioned the merchants of Hankow against the acceptance of Security Chops without collateral security, asserting that "the Chinese are in the habit of regarding a surety rather in the light of a person who comes forward to recommend his principal, or to assist him in the attainment of some cherished object such as a place, &c., than as an individual who binds himself to stand to all intents and purposes in stand of his principal, and to fulfil all his obligations with and for him," and that "the Chinese authorities moreover have been found to support this view." In other words, that Chinese traders are in the habit of signing grave documents, undertaking certain responsibilities which they do not intend to carry out, and that their magistrates uphold them in this course of action, although this is followed by the somewhat contradictory statement that Chinese judicial practice admits the liability of a surety for the acts and defaults of his principal.

The Committee pointed out in their letter to Mr. Winchester, that the real difficulty at Hankow, as indeed was shown in Mr. Medhurst's notification, arose from the neglect of the authorities at the River Port to enforce the obligations, that in Shanghai the experience of the members of this Chamber led them to a very different

conclusion to that set forth in the notification—that the Mixed Court here had not indicated such cases in favour of the holders of the security, and in support of their conviction that the Chinese clearly understood the responsibilities attached to the signing of a bond of the kind, they referred to a letter which was published in the *North-China Daily News* of 22nd July, in which the Revd. Mr. Yates (whose testimony bears the weight of long acquaintance with Chinese customs) asserts that obligations under these guarantees are fully admitted by the Chinese, and cites cases between natives, in which they have been enforced by the district magistrate.

While acknowledging the care for the interests of British merchants which prompted the promulgation of the general warning of H. M. Minister, the Committee ventured to suggest the expediency of the details of business being regulated rather by the judgment of commercial men than by Government intervention.

A reply from H. M. Minister to the communication of the Chamber, was addressed to H. M. Consul on the 5th June, and published in the *S. C. & C. Gazette* of 30th idem. It was accompanied by translations of two important documents stating the views of the Chinese Foreign Board upon the matter under discussion, which, although not so explicit as could be wished, nevertheless admitted the general validity of Security Chops, and the liability of the surety on failure of the principal to carry out his undertaking, after being pressed so to do.

Sir Rutherford Alcock pronounced the interpretation placed upon the notifications by the Chamber to be beyond their purpose, and intended only to point out contumacious laxity in the administration of justice, in cases connected with Security Bonds, but he considered that in the present state of Chinese judicial practice, as delays and inconvenience in the settlement of such cases were not improbable; the warning conveyed in the notification of Mr. Meallhurst, and its application to the general foreign trade of the country, were amply called for.

Inasmuch as Sir Rutherford Alcock's despatch removed the doubts which the Chamber entertained, of the interpretation to be placed upon the notifications which originated the correspondence, the end was partly attained which the Committee had in view in addressing H. M.'s Consul on the subject, but—especially in noticing the remonstrance of the Chamber with reference to the general question of Government supervision of detail matters of trade—H. M.'s Minister took occasion to intimate that the views of merchants now engaged in the China trade would have little influence upon his consideration of measures which might seem to him to be to the benefit of the commercial community, and that the Chamber of Commerce, or the several communities in China can have any pretensions to represent the interests even of those exclusively involved in Chinese relations, and adding serious strictures upon their general conduct of business.

Upon the receipt of this communication, the Committee addressed a remonstrance to Sir Rutherford Alcock through H. M.'s Consul, which will be found published in the *S. C. & C. Gazette* of 8th August, reiterating their belief of the prejudicial effects upon the Chinese of such identification as that on Security Bonds, and the expediency of leaving commercial transactions unfettered by official interference; requesting also, as their representations were avowedly distasteful to H. M.'s Minister, that the correspondence should be forwarded to H. M.'s Principal Secretary of State for Foreign Affairs.

Customs' Confiscation.—A Notification, issued in the month of April by Mr. Leonard, Acting Commissioner of Customs at Shanghai, having reference to an alteration in the rate of duty on Tea Dust, containing an intimation that on the discovery of false declaration of quality, or the substitution of superior Tea for inferior Tea Dust "the whole parcel reported for shipment or discharge shall be then and there confiscated."

This appeared to the Committee to involve a principle most dangerous to the safety of the property of Foreign merchants, leading to an assumption by the Customs of a power to confiscate on their own responsibility without reference to the Foreign Consular authorities, and they therefore brought the matter to the notice of Sir Rutherford Alcock in a letter, a copy of which appeared in the *S. C. & C. Gazette* of 30th May.

In this letter the Committee strongly urged the necessity for the intervention of the Consul of the offending party in cases where fraud on the Revenue is suspected, a requirement which the Chamber had previously advocated in its Memorial on the Revision of the Treaties, and as an additional illustration of the position assumed by the Customs, they forwarded to H.

M. Minister a copy of a letter from the Commissioner of Customs at Kiating to the Agent of a member of the Chamber, in which a power of sale of a parcel of Grey Shirtings, obtained from the manifest of the steamer in which they arrived, appeared to be claimed by the Customs.

The subsequent publication of the Revised Rules agreed to by the Foreign Ministers at Peking, and the Chinese Government, although in some respects unsatisfactory, set at rest the question of procedure in cases of confiscations, and, by the supervision by the Consul of the individuals interested, provided a protection of their rights.

Customs' Matters.—In July last, Mr. Hart, Inspector General of Maritime Customs, addressed a despatch to the Chamber, inviting communication upon matters connected with the administration of the Customs' department, and requesting that the Commissioners at the ports may be also consulted with, as occasion may render expedient, as a knowledge of the views of merchants would facilitate the business of the Inspectors.

The Committee expressed to Mr. Hart the satisfaction of the Chamber at the receipt of this manifestation on the part of the authorities of a willingness to give free opportunity for the discussion of Customs' measures. Affecting as these do the daily business of the port, it is important that they should be of such a nature as to interfere as little as possible with the course of trade, and, as Mr. Hart points out, the officials of the Customs' Service and those engaged in mercantile pursuits, having different points of view, may often form opposite opinions as to the desirability of a course of procedure, when mutual explanation would provide the means of coming to a satisfactory understanding.

Guaranteeing Duties.—The correspondence mentioned above was followed by a request from the Inspector General of Customs, for the advice of the Chamber on the question of Guarantees for the Duty upon goods remaining unpaid at the time of clearing of a vessel, accompanied by a copy of a Circular addressed on the 29th May to the Commissioners at the Ports on the same subject.

It appears that a firm having failed while under obligation to the Customs under Guarantee Bonds, the Commissioner and the Inspector General, as the acceptors of the surety, were, as Mr. Hart states, hold liable by their employers, the Chinese Government, for the unpaid duties, but for what reason is not apparent. To protect the Customs' officials from such liability, which they could not indeed be expected to undertake, and at the same time to continue the convenience of the system to those engaged in shipping business, the Inspector General, in his circular to the Commissioners, proposed as an experiment, that two sureties should be added, one being a merchant of undoubted solvency, and the other the Consul of the power under whose flag the ship was entered; and in his subsequent letter to the Chamber of Commerce, that this body should itself guarantee the revenue against loss.

Nothing will better illustrate the benefit of the preliminary ventilation of questions relating to the Customs department, than these suggestions of the Inspector General, the impracticability of which is at once apparent to those experienced in mercantile transactions.

The recommendations of the Chamber in reply to Mr. Hart's despatch, which have been published in the *S. C. & C. Gazette* of 24th Oct., were, the acceptance in the case of Imports of a receipt for the goods, and undertaking to retain them till released by the Customs, signed by a responsible warehouse keeper—pending the introduction of the Bonded Warehouse system, which the Committee advocated as the most desirable ultimate solution of the difficulty which should be attained as soon as possible, providing in this and all other cases where goods are liable to duty, a recognized protection to the revenue, familiar to merchants.

The Committee recommended that the duties on Exports should always be paid on shipment.

Customs' Returns.—In order to render the Daily Returns issued from the Customs House of greater utility to Importers, the Committee suggested to the Commissioner of Customs, that the approximate particulars of the chief articles of Import arriving in the port, should be published the day after the entry of a vessel, full and corrected lists being as at present subsequently inserted; but being informed that this could not be done under the present arrangements of Customs House business, they forwarded copies of the correspondence which had taken place to the Inspector General at Peking, asking that he would introduce such modifications in the routine of the Shanghai office as would render the desired information available,

as the value to merchants of these Returns is in proportion to the promptitude with which they can be issued after a vessel's arrival.

Sunday Mails.—Some additional correspondence with reference to Sunday mails took place at the close of the past year, and the object of the remonstrances of the community has now been attained by the recent contract of the P. & O. S. N. Co., with the British Government, by the provisions of which the closing of mails here on Sunday has been prevented.

Measurement of Tons at the Port of Shipment.—At the beginning of last year most of the Firms in Shanghai had signified their approval of a suggestion of the Chamber, that Tons for shipment to Europe should be measured for freight at the port of shipment, instead of at the place of discharge, in order to prevent the loss which takes place in consequence of the expansion and irregularity in shape of the packages, after being removed from the ship; and the Committee have again recently called the attention of the merchants of the port to this agreement.

In many instances shippers have acted in accordance with this custom, but as it has not become clearly established as an invariable rule, the Committee desire to bring the subject to the notice of the members of the Chamber, in order that it may be discussed at the coming General Meeting, as the Committee feel that the signature of a member of the Chamber to an agreement to adopt a custom of trade should bind him to use every means in his power to carry it out in practice.

Telegrams.—The Chamber, at the commencement of the present season, received the Telegrams from Messrs. F. Bower and Co., reporting the state of the London markets, through the Russian Post, but finding that this mode of transmission did not insure their arrival with sufficient punctuality, and that later messages were almost invariably to hand, the Committee contracted in June with Mr. Grant to convey the Chamber's Telegrams by his couriers under a penalty of Tael 2 per diem for every day over 14 which was occupied in the journey between Kiating and Tientsin.

The messages have since this arrangement been received in satisfactory time.

At the suggestion of the Chamber's London correspondents, a Committee was formed for the compilation of the messages, consisting of Messrs. F. Bower and Co., Larring Bros., T. A. Gibb and Co. and Ash-ton and Co., to which gentlemen the Chamber is now indebted for the useful information regularly received from home.

Railways &c.—The Chamber was informed by a communication received from Sir Macdonald Stephenson that in reply to a letter he had addressed to H. M. Principal Secretary of State for Foreign Affairs, he had been told that the intention of Sir Rutherford Alcock would be called to his suggestion, that advantage should be taken of the contemplated revision of the Treaty of Tientsin to insert an article under which the construction and working of Railroads would be permitted in China.

In view of the retrogressive feelings of the Chinese Government, evinced in the final clause of the recently published Treaty concluded with the United States of America, it is not probable that the desired proposal will be willingly conceded, although some hope may be grounded on a knowledge of the sentiments of Sir Rutherford Alcock as expressed in his letter to Lord Stanley, dated 1st October 1897, which was reprinted in the *S. C. & C. Gazette* of 16th May, from the *London and China Herald*; showing, as they do, that His Excellency is convinced of the necessity for some pressure in advocating schemes for the development of the resources of this country, to the advantages of which its Rulers profess to be blind, and to see only dangers in the progress which, as H. M.'s Minister remarks, lie "their only hope of safety and the stability of the throne."

Chamber's Memorial on Treaty Revision.—Shortly before the last Annual Meeting of the Chamber, the Memorial of its members on the Revision of the Treaty of Tientsin was transmitted to Peking.

H. B. M.'s Minister replied to this and the various other Memorials, by a Circular to the British Consuls, dated 17th Feb., which appeared in the *S. C. & C. Gazette* of 25th April.

With regard to the recommendations of changes in the Tariff, which were not numerous, the first, suggesting the reduction of the duty on Tea Dust, has been conceded to a limited extent in connection with the Coast trade only; a concession of little practical value to Foreign traders, who require a reduction in the Export Duty of the article. With reference to the other alterations asked for, the Chamber learns that the matters are under consideration, and that the Chinese Government shows a disposition to sanction such modifications as have been proved to be desirable.

Mixed Court.—H. M. Minister also informed the Memorialists that the constitution of the Mixed Court would be altered by the appointment of a "Tungshih, of corresponding rank with a prefect or sub-prefect," to administer justice in the yamen lately erected in the settlement, and thus obviate the necessity for constant appeals to the Courts within the native city.

A definite basis of law was also stated to be under consideration.

Although an appointment has been made, its object has been in a great measure frustrated by the delay which the Chinese have thought fit to interpose in conferring the promised rank on the magistrate, who appears even less independent of the City authorities than when the Court sat under the walls of the British Consulate, where its action was open to the wholesome supervision inseparable from its proximity to a Foreign official establishment. The general constitution of the Court is entirely unsuited to its purpose, and as it has to decide innumerable questions connected with trade, it is expedient that it should be more effectively organized.

Rules for Customs House Cows.—The points in which the 4 Rules agreed to by Mr. Wode, for the regulation of proceedings in cases between British subjects and the Customs, were considered defective, were noticed in the Memorial. The provisions objected to by the Chamber have, however, been retained in the revised code, which was published in the *S. C. & C. Gazette* of 20th June last, accompanied by a despatch from Sir Rutherford Alcock, stating his reasons for their adoption.

Bonded Warehouses.—At the invitation of the British Minister the Chamber added to its Memorial an expression of opinion in favour of the establishment of Bonded Warehouses, and, as already noticed, the Committee again advocated the introduction of the system in their communication with the Inspector General of Customs.

Communication with the Interior.—To an enquiry from Sir Rutherford Alcock as to the particular places in the interior to which the memorialists desired that access, by improved systems of navigation, should be granted for purposes of commerce, and of the barriers or Customs-houses where local duties are levied, the Committee replied in general terms that the wants of trade would be met only by free communication to all places easy of approach by water, which can be supplied from Shanghai with foreign goods, and can supply this port with Chinese produce, and as an example of the general system of inland taxation, enumerated the principal Customs' stations passed in carrying goods between Shanghai and Soochow, where manufactured goods generally arrive only after being taxed to the extent of 6 and 10 % and now in some instances 15% of their value. The excessive exactions of the Province of Kiangsu are shown by the fact that communication between Shanghai and the districts for which Cinking is the natural port, is carried on by way of Ningpo, because the taxes in Chekiang are lighter, and the illegal levy of dues within the settlement, already specified in the Chamber's memorial, adds to these burdens upon Foreign trade.

Naval Duties.—The Committee are glad to be able to record that a portion of the duties illegally levied on the purchases of foreigners in 1891 have at last been returned, although the difficulties in the way of proving indebtedness, resulting from the length of the delay in the recognition of claims, have as yet prevented the repayment of the balances. It is, however, highly unsatisfactory that illegal dues levied in specie should be returned in drawback certificates which it may not be convenient to use.

New Land Regulations.—As any matter affecting in an important degree, the local government of this settlement must in some measure exercise an influence upon the trade of the port, the Committee note the present position of the negotiations regarding the Revised code of Land Regulations proposed by the Land Renters in March 1896.

The Chamber is informed by the Municipal Council that the assent of the Russian, Portuguese, and Netherlands Governments, only, has been given unconditionally, but the foreign Secretary has signified the approval of the British Government to the terms of the new Regulations, subject to agreement of other Treaty powers to their adoption.

Treaty Revision.—Little is at present known of the state of negotiations relative to the more important general questions connected with the Revision of the Treaty, but the feeling of the native authorities upon some of them may be gathered from events that have recently taken place, which show that the governing classes are fully sensible of the importance of the occasion, and appear to indicate that they are agitated by fears of possible changes; if not

3.—THE AUTUMN CUP.—A Sweepstakes of Tls. 10 each, with Tls. 50 added. For all Horses. To be Handicapped by the Stewards after the first day's races. One mile and a half.

Mr. Baker's b c h *Havannah* 11st 8lb. 1
 " Hooper's c g *Javelin* 9st 8lb. 2
 " Frank's b s g *Wild Dagrell* 10st 9lb. 3

Havannah jumped off gamely with the lead, *Javelin* close to him, who held a fair place throughout the race. There was no doubt from the first as to whose race it would be. *Wild Dagrell* was out of the contest from the start and came in quite blown. *Javelin* sustained the opinion we held of him yesterday, showing great pluck in his galloping. *Havannah* however went away from him coming up the straight, hard held, and won by about a length and a half. This was a very pretty race.

Betting 2 to 1 on *Havannah*.
 4.—THE CELESTIAL CUP.—Value Tls. 500. For all China Ponies. To be won at two consecutive Meetings by the same Pony. Weight for inches as per scale. Entrance Tls. 10. Second Pony to receive Tls. 50. Last Pony to pay third Pony's entrance. One mile and a half.

Lord Noscozo's g c p *Snowdon* 10st 2lb. 1
 Mr. Idonohoo's g c p *Oracle* 9st 12lb. 2
 " Sinbad's c c p *Gagne-petit* 2st 12lb. 3
 " Field's d c p *All Fours* 19st 6lb. 0
 " Sinbad's b c p *Champanie* 9st 8lb. 0
 " Newman's s p c p *Mongole* 9st 12lb. 0
 Lord Noscozo's s p c p *Cornucopia* 9st 12lb. 0
 " S. Hovel's r c p *Hard Lines* 10st 2lb. 0

Started well together; and came up the straight in close order, *Snowdon* and *Cornucopia* slightly ahead. At the half mile first time round, *Snowdon* was leading, the others in a group. *Champanie* no where. *Snowdon* kept the lead, *Oracle* coming up a good second, *Gagne-petit* pressed him pretty close for second place, and *Oracle* only secured the 2nd prize by about a head. Time—3m. 26s.

5.—THE HACK CUP.—Value Tls. 75. For all China Ponies being bona fide Hacks that have never been entered or raced in China or Hongkong. Winner to be sold after the Race by Auction. Any surplus over Tls. 50 to go to the fund. Entrance Tls. 5. Weight 12st. Once round.

Mr. Field's g c p *Albion* 12st 0lb. 1
 " Kyle's g c p *Pince-nez* 12st 0lb. 2
 " Lushan's s k c p *Ribston* 12st 0lb. 3
 " Idonohoo's g c p *Lapditt* 12st 0lb. 0

Out of nine entries only four came to the start, *Lapditt* leading to the half mile post. *Ribston*, *Pippin* here took the lead to the straight. Where he was supplanted by *Albion* closely followed by *Pince-nez*, the former however kept his place to the winning post and won by a neck. Time—3m. 18s. The winner was sold for Tls. 95, the second pony was subsequently put up, but although the Auctioneer was careful to inform the public that he was by far the faster pony of the two, he only realized Tls. 50.

6.—THE CHAMPAGNE STAKES.—A Sweepstakes of Tls. 10 each. For all China Ponies, being bona fide Griffins at the date of entry. Weight 10st. One mile. Ponies entered for this Race only allowed to run in Maiden Stakes and Yang-king-pang Handicap. Winner of Maiden Stakes 10lbs. extra.

Mr. Fungus' g c p *Vertugatin* 10st 0lb. 1
 " O'Leary's d c p *B-flat* 10st 0lb. 2
 " Micawber's w c p *Shannock* 10st 0lb. 3
 " Kyle's c h c p *Kiss-me-quick* 10st 0lb. 0
 " Cupid's g c p *Dilemma* 10st 0lb. 0

This was considered and proved a certainty for *Vertugatin* in an even start, the quintet tailed in chain fashion, but again closed up. The favourite began to make for first place a little earlier than suited the opinion of some of his admirers, but he had it all his own way, and won in a canter; *B-flat* received severe punishment and secured second place. *Dilemma* last. Time—2m. 16s.

THIRD DAY.

The third day has been as genial and enjoyable as the two preceding ones, though the sun was for sometime rather too warm. The attendance was again less than on either Wednesday, or Thursday; but the racing was fair, and the patrons of the sport gratified. The chief event of the day, the scramble, created some amusement, the various mischances excited, and depressed the ring as the disasters improved, or checked, the chances of each man's favourite. The sport terminated in good time.

1.—THE YANG-KING-PANG HANDICAP.—Value Tls. 100. For all China Ponies that have run at this Meeting. To be Handicapped by the Stewards after the second day's Races. Entrance Tls. 5. One mile and a half.

Lord Noscozo's p c p *Marsala*, 10st 1lb. 1
 Mr. Fungus' g c p *Vertugatin*, 11st 5lb. 2
 Mr. Micawber's s k c p *Qui Vic*, 9st 7lb. 3
 Mr. O'Leary's d c p *Chat*, 9st 11lb. 0
 Mr. Kyle's c h c p *Kiss-me-quick*, 9st 11lb. 0
 Do. w c p *Kismet*, 10st 4lb. 0
 Mr. Newman's g c p *Portnoy*, 9st 4lb. 0

The start was good, *Qui Vic* leading up to the half mile post where *Vertugatin*

and *Marsala* took an interest in the race, and contested well for a considerable distance up the straight; but the weight told, and *Marsala* came in an easy winner. Time—3m. 25s.

2.—THE SUBSCRIPTION CUP.—Value Tls. —. For all China Ponies. Weight for inches as per scale. Entrance Tls. 5. Three miles.

Lord Noscozo's s p c p *Cornucopia*, 9st 12lb. 1
 Mr. Idonohoo's g c p *Oracle*, 9st 12lb. 2
 Mr. Field's d c p *All Fours*, 19st 6lb. 3

Three out of the fifteen entered, put in an appearance for this cup, and went off all together, *Cornucopia* soon asserting a slight lead, and passing the post first time round about a length ahead; going to the half mile his companions closed up, but he soon widened the breach and came in an easy winner. The small number starting lessened the interest usually excited on a long race. Time—7m. 31s.

3.—THE FORLORN-HOPE PLATE.—Presented. Open to Horses distributed in Mr. Keele's Lottery. Value Tls. 175, with Handicap Sweepstakes of Tls. 10 each. Half forfeit. The winner of the Lottery Plate to carry 7lbs. extra. One mile. Weights as previously published.

Mr. Hooper's b c h *Sadova*, 10st 0lb. 1
 Count de Nolla's b s g *Rapidan*, 11st 0lb. 2

Only two started, and *Rapidan* for favourite, although he was known to be amiss. *Sadova* got away with the lead, about half way round *Rapidan* tackled him; but the *Stallion* shook him off, and had the race all his own way. Time—1m. 55s.

4.—THE CHAASZE CUP.—Presented by the Chanzes of Shanghai. Value —. Added to a Sweepstakes of Tls. 10 each. Weight for inches as per scale. Winners prior to this Meeting of a Prize of the value of Tls. 300 or over, in China or Hongkong, 14lbs. extra; of two of same value or more, at one Meeting, 18lbs. extra; of two or more, 10lbs. extra. Penalties not accumulative. Griffins at this Meeting 7lbs. allowance. Two miles.

Mr. Lauderdale's d c p *St. Seithin*, 9st 12lb. 1
 Mr. S. Hovel's r c p *Hard Lines*, 9st 8lb. 2
 Mr. Sinbad's c c p *Yella*, 10st 9lb. 3
 Mr. Idonohoo's b c p *Accident*, 9st 10lb. 0
 Do. g c p *Mishap*, 9st 11lb. 0

For this race only five ponies started, in good order, with *St. Seithin* slightly leading, followed by *Yella* and *Hard Lines*. Up the straight *St. Seithin* still leading. *Hard Lines* close to him; when nearing the winning post *Hard Lines* pressed for first place without success, *St. Seithin* let out and left him half a length behind at the winning post. Time—4m. 51s.

This was a very pretty race; the ponies kept well together throughout, and until passing the half mile post doubts were entertained by the uninitiated as to which would be the winner; for although *St. Seithin* came in first the others were at one time so close to him, that few could determine what a final push would accomplish.

5.—THE CONSOLATION CUP.—Value Tls. 100. For all beaten Ponies at this Meeting. Entrance Tls. 5. Once round.

Mr. Fungus' g c p *Alarm*, 10st 2lb. 1
 Mr. Sinbad's c c p *Gagne-petit*, 9st 12lb. 2
 Mr. Kyle's w c p *Kismet*, 10st 2lb. 3
 Mr. Newman's s p c p *Mongole*, 9st 12lb. 0
 Do. g c p *Portnoy*, 9st 12lb. 0
 Lord Noscozo's d c p *Howdy*, 9st 12lb. 0
 Mr. Leigh's g c p *Loosing Hazard*, 10st 6lb. 0
 Mr. Spynie's h c p *Belladrum*, 10st 6lb. 0
 Mr. Idonohoo's g c p *Matineer*, 9st 8lb. 0

This race for the beaten ponies brought out the above. The start was very bad, *Gagne-petit* took the lead which he carried to the half mile post; at which place the hindmost ponies crept up admirably; at this point Mr. Fungus *Alarm* the crowd and left them to recover themselves by following his grey pony to the judge's box. *Gagne-petit* showed less fear than any of the others, and claimed second place. Time—2m. 49s.

6.—THE SCRAMBLE.—Value Tls. 100. For all China and Japan Ponies. Weight 10st. 7lbs. Twice round a course selected by the Stewards. Entrance Tls. 5.

Lord Noscozo's g c p *Filou*, 10st 7lb. 1
 Mr. Low's g c p *Leatherlungs*, 10st 7lb. 2
 Mr. Leigh's g c p *Loosing Hazard*, 10st 7lb. 3
 Lord Noscozo's g c p *Finesse*, 10st 7lb. 0
 Mr. Idonohoo's w c p *Abdott*, 10st 7lb. 0
 Mr. Lushan's s k c p *Libstone Pippin*, 10st 7lb. 0
 Mr. Idonohoo's b c p *Wamba*, 10st 7lb. 0

As a question of sport this was the race of the day; every one enjoying themselves; cheers and jokes greeting the spilla, even from their backers. At the start *Leatherlungs* went clear over everything till making the water jump opposite the stand the second time, there he and his jockey disappeared and

they were not seen again for sometime, they however got out of the way of *Filou* and several others coming up; each of which tried the depth before proceeding further; and there was a succession of temporary exits at this point by nearly all. *Filou*, however, went boldly at each jump and keeping the lead came in alone. *Wamba* refused the first jump, but took well afterwards. The spilla were so ludicrous and numerous, that by the time the race was over, everyone was in humour to lose his money philosophically.

FOURTH DAY.

The customary Saturday's sport to close the race week came off as usual, but owing to so few visitors, did not excite much interest. The first match was one against time by Mr. Fergusson, who trotted round the course in 5m. 25s.; Mr. Sams, subsequently, doing the same in a minute more time. One or two other matches made up on the ground took place, and the closing race for Mafo's was then run; for a subscription fund of \$50 to be given in three prizes. Five Ponies came out, among which was *Qui-Vic*, this pony gave a start of about fifty yards and came in a close second to the *Flea*.

CRICKET.

A return match between the Racket Club and the S. C. Club was commenced Monday; it would have been difficult to pick out a more favourable day. The S. C. Club won the toss but sent their opponents first to the wickets. The Racket Eleven were put out for 114 runs, and the Club went in about 4.15, scoring only 47 before dark with six wickets down.

Play was resumed Tuesday afternoon at 2 p.m. Duval and Anderson, the two not of the S.C.C., going first to the wickets. Duval hit up his score to 20 and was bowled by Jaffray. Stewart and Fraser followed and were both bowled by Dent. Kneller being absent, Anderson then carried out his bat for 23: Total score 86.

The Racket Eleven then went to the wickets, but were not so successful as on the previous day, winding up with 57 runs for eight wickets down. It seemed to us that they injudiciously played far into the dusk, as it was past 5.30 when the stumps were drawn.

SHANGHAI RACKET COURT.

1st INNINGS.	2nd INNINGS.
Hyslop, b. Wade.....20	b. Gore Booth.....2
Jaffray, b. Tate.....23	c. Gore Booth.....7
Wade, b. Gore Booth.....2	b. Wade.....15
Scott, c. Wade.....12	c. Wade.....6
Macdonell, run out.....11	b. Gore Booth.....1
Deut, b. Gore Booth.....9	not out.....2
Hall, c. Stewart.....15	st. Mowat.....14
Kilax, b. Gore Booth.....3	not out.....2
Macdonell, b. Tate.....2	b. Wade.....2
Gilliland, b. St. Croix.....0	b. Gore Booth.....5
Ludlam, b. Wade.....1	4
Extras.....114	57

SHANGHAI CRICKET CLUB.

1st INNINGS.	2nd INNINGS.
Mowat.....c. & b. Scott.....0	b. Dent.....0
St. Croix.....b. Scott.....0	b. Dent.....0
Blind.....b. Dent.....0	b. Dent.....0
Gore Booth.....c. Scott & Dent.....0	b. Dent.....0
Duval.....b. Jaffray.....20	b. Dent.....3
Tate.....not out.....2	b. Dent.....3
Stewart.....b. Dent.....0	b. Dent.....0
Fraser.....b. Dent.....0	b. Dent.....0
Kneller.....b. Dent.....0	b. Dent.....0
Extras.....11	86

SHANGHAI REGATTA.

We give the results of the Canoe and All Comer's Races which we could not give in our issue of the 31st October.

CANOE RACE, OVER LAND AND WATER.—For a Prize presented by the late Captain, K. W. Little, Esq. Over a course marked out by the Committee. Entrance Fee \$1.

Ward.....1
Cope.....2
Little.....3
Batt.....4
Roid.....5

This was the most amusing race of the meeting. Five men—Batt, Roid, Little, Cope and Ward—came to the post and started well together. Cope evidently had the speed on the water; he was first to land, closely followed by Ward and Little, Batt and Roid being left struggling to get their boats through the mud. On attempting to land the second time, Cope disappeared under water, but notwithstanding this got his boat landed first. Ward was immediately behind him, and though inferior to Cope on the water, managed to pass him on land and got aloft very cleverly. Cope making a gallant attempt to overtake him, only lost by a length.

ALL COMER'S RACE in Canton Four.—Distance 3 mile. Entries received and Crews made up on the spot.

This race was also a very amusing affair. There were some doubts at one time whether it would come off, as the tide appeared to be too strong for one or two of the crews to pull against, and it was suggested that they should be towed to the starting point; however they all managed to get there, were started in pretty good order, and came in as follows:—

Mr. Fisher's crew.....1
Mr. Frayzer's do.....2
A. Rodney do.....3
Mr. Hammon's do.....4
Mr. Rohl's do.....5

Correspondence.

THE DURLINGAME MISSION.

To the Editor of the NORTH-CHINA HERALD.

SIR,—There may be two or more opinions about the letter of "A Listener" in your paper last week, and I may be allowed to make a few remarks on the subject.

I am at a loss to understand why a gentleman should go to a private debate from which the press are excluded, and having heard the Burlingame Mission discussed on "foeble grounds," should carefully abstain from giving utterance to a syllable of the brilliant ideas with which his mind was overflowing, and then have the audacity to rush into your columns with a deliberate criticism cautiously delivered from his arm-chair. I daresay every speaker could sit down and make a very much better literary appearance on paper, than he could do on his legs; yet the statement that "the debate on a most interesting topic was wasted in hasty denunciation and dreary invective, without any speaker urging points which I think are essential to an impartial judgment," borders very closely on the domain of untruth, or at least that of respectable misrepresentation.

However, to consider the letter for a moment, I do not find a single point in it that was not referred to by some speaker in the debate; and the last half column might have been written in connection with any Chinese question, so much does it touch upon the generalities with which everybody is familiar. The only point which might be regarded as new in the comparison of the High Associate Envoys with Mr. Thornton; and if the choice of men of inferior rank was clearly the result of an enlightened desire to give the Embassy and the Chinese nation the benefit of comparatively obscure but unrivalled talent, then the comparison would be just. But the whole weight of testimony goes to prove that these men were chosen because of their obscurity; and, while in the case of Mr. Thornton we put forward the best man, fit for the post, that our service was supposed to contain, we cannot say that the Chinese Government could not have found in the higher ranks of their officials, men of much more ability and importance, and men who would have been an earnest of their sincerity in the matter of the Embassy, because men who would have shown to the Chinese people that China was sending forth representatives from amongst her highest and most distinguished men.

I was sorry, in common with all present at the debate, that the gentleman who was to lead on the affirmative side of the question did not appear, and thus unfortunately there was a miscarriage at the outset, which deprived succeeding speakers on one side of the question. But in one of the painful pauses of three or five minutes, I did rise and do my best to stop a gap, thus putting myself entirely at a disadvantage as compared with "A Listener," who reserved his lucubrations for the tranquil, unexciting and congenial arena for criticising the speakers in a debate, in which a dressing-gown and slippers find their appropriate place.

Yours, etc.,
A SPEAKER.

Miscellaneous.

H. M. S. *Zebra* was dressed with flags yesterday, in honor of the Prince of Wales' birthday.

We hear that the steamer *Douglas* was seen towing into Foochow a large ship supposed to be the *Sovereign of India*. It will be remembered that this ship got ashore near Formosa. It seems likely therefore that the *Douglas* has succeeded in saving her.

We are sorry to hear that a Chinese peasant was shot on Sunday by a French sportsman. We have not been able to learn the circumstances, clearly.

We notice that a shop has been opened for the sale of Japanese Wares, Curios, etc., etc., in the new premises situated in the Church compound. We have seen a little Japanese popping about with a long sword; but trust he won't receive his customers on the point of his weapon.

The *Bangkok Daily Advertiser* says that His Majesty the King of Siam is seriously ill with fever. On several occasions he seemed to be recovering, but relapses always took place, and when the last steamer left, recovery was deemed hopeless. His Majesty being in a very low and exhausted condition. The fever is supposed to have been caught during the visit to Hwa Wan to see the Eclipse, and the jungle malaria at that place must be very virulent, for eight of the Siamese visitors of rank, who accompanied the King on that occasion, have died from fever since their return, including H. R. H. Krom Koon Rachaso, a nephew of the King.

Our readers will no doubt learn with satisfaction that beneficial results appear to have ensued from the Municipal Council establishing the system of having cattle inspected before being slaughtered, and the meat exhibited in the native butcher-shops for sale to foreigners, examined by a competent Inspector. During the past week, not a single joint of meat has been found of a quality no inferior as to warrant the Inspector rejecting it; though, as we believe it is difficult to detect disease in meat after the animal is slaughtered, this may not go for much. It is far more satisfactory to learn that only one animal appearing in low condition was taken to the Slaughter Houses; so it is evident the double inspection has the effect of repelling diseased cattle.

As will be seen from our report, Harley Whiting, who was lately committed for trial on a charge of forgery, has been convicted and sentenced to eighteen months imprisonment. He appealed for mercy on the ground of previous good character, and out of consideration for his relations in Australia who are said to hold a good position in society. But though his sketch of his antecedents lent some interest to his case, it could not avail him much in a question of punishment. His other plea, that he was drunk and irresponsible, was simply amusing. If he were mad, there was a great deal of method in his madness. His double forgery, his attempt to escape his prosecutors by passing through Mr. Butcher's house; his signing a fictitious name, and his dating the orders Sunday, because he thought that date proved them illegal documents, were proofs of a strong admixture of shrewdness.

Law Reports.

H. B. M. SUPREME COURT.

Before Sir Ed. Hornby, Chief Judge.

November 2nd, 1868.

REGINA vs. HARLEY WHITING,
Alias GEO. WILSON.

Charge of forging two money orders and obtaining money with them; and likewise obtaining money under false pretences. The charges embraced five counts; the prisoner pleaded "Not Guilty" to that for forgery; the case was proceeded with.

Mr. Mowat prosecuted on behalf the Crown.

The prisoner was undefended.
THOMAS ALLEN:—On the night of 19th October last, prisoner came to my bar and called for a glass of Brandy; in payment he passed me this order, drawn out by Geo. W. Kerr, Paymaster of H. M. S. *Rodney* on the Chartered Bank of India, Australia; and China, for \$10. He passed it to me to see if it was all right; noticing the Shanghai Club stamp at the head of the paper, and it being 10 o'clock at night, I imagined the Paymaster was stopping there, and had hastily given the order to the prisoner on his application for money. I called it for him; he then called for a bundle of cigars, and left the house. The following day I sent the order to the Bank named, and it was returned with a clasp saying they did not know such a person. Having business down the river the next day, as I was returning I met the prisoner, and told him I wanted him to pay me the \$10 and take his order back; he answered "All right, come up to the Rev. Mr. Butcher's and I will pay you." I took him in my sampan, and shortly after met Mr. Jarvis; he enquired who I had there,

I told him; and that I had a useless bank order from him; he said and "I have another." Mr. Jarvis then accompanied us to Mr. Butcher's, when there, prisoner went in, telling me not to follow, or show the order; I consequently remained outside; a very short time afterwards, I hear Jarvis saying, "There he goes out at the back way;" when I got into the street I saw him running, and after him Jarvis, who eventually caught him. Prisoner then said "Take me to the station;" which was done.

To PRISONER.—You did not say you were the paymaster, when you presented the order. You told me to examine it. You did not say that Kerr was the paymaster of the *Rodney*. It was dated the 18th, which was Sunday.

JARVIS gave evidence for the prosecution also, which differed only in this far, that the party represented in the order passed off on himself was the 2nd Lieutenant of the *Rodney*. By this the prisoner obtained \$5. The case was quickly got through, every incident connected with it being too clear to leave any doubt. A letter written by the prisoner in goal while awaiting his trial, and likewise several testimonies, were read after the evidence had been taken. The former was an appeal to the Court, setting forth his connections in Australia, previous high moral character, and promise of amendment; that his position was to be attributed to misfortune in not obtaining employment on his arrival in China; that he had been under the influence of drink and had no recollection of these occurrences.

The documents were all read to the Jury by the clerk of the Court, and His Lordship remarked that his present conduct assumed a worse light, by contrast with his advantages. The prisoner wept freely and when called on to address the Jury was unable to do so for some little time. He briefly said that G. W. Kerr was a fictitious person; that the orders were drawn out on a Sunday, which he always believed to constitute them illegal, and did not know that signing a fictitious name, he was committing a forgery. He trusted the Jury would pity this his first fall from the path of rectitude, and recommend him to mercy.

The Jury, without leaving the box, found him guilty on all the counts; and he was sentenced to 18 months hard labor in Hongkong goal.

VICE-ADMIRALTY COURT.

Oct. 29th, 1868.

Before Sir Ed. Hornby, Chief Judge.

Mr. Eames for the Plaintiff.

Mr. Bird for the Defendants.

Claim of damage by collision.

Japan v. Kin-Siu.

In our last issue we gave the evidence offered by the Prosecutors in this collision case; below will be found the evidence for the defence, and the judgment of the Court since delivered.

Mr. Bird said—his learned friend had exhibited considerable curiosity in trying to discover if there were a defence, and what it could be. He hoped his friend had found out by this time that they had, not only one, but several. 1st.—That the collision was unavoidable from the current, inevitable from circumstances, and in way to be wilfully attributed to them. 2nd.—That the *Japan* was at anchor in a very dangerous place, that she had done nothing to avoid the contact; and that she kept an insufficient watch of one man, instead of an officer's watch of three; and he contended that, had the *Japan* been a rock, nothing, from the combination of circumstances, could have prevented the *Kin-Siu* from going on to it. Further, the place of her anchorage was the recognised fairway, it is a nasty, critical, and dangerous place, where most room is required for vessels passing up and down, and where no seaman, or pilot, would bring his ship to anchor; knowing as the Captain did that junks anchored there, that frequent collisions occur between them and vessels on the move; being perfectly aware it was a piece of gross negligence on the part of those on board the *Japan* to put her in such an anchorage. He would be able to show from evidence that the vessel was more in the centre of the stream than the Plaintiffs acknowledged; but even taking their own position for granted, he would be able to prove to the Court that it was fraught with every danger. As regards the question of insufficient watch, he thought he would also be able to satisfy the Court that had there been sufficient men on the alert, to have shifted the wheel immediately the steamer was found to be in collision with the junk, that would

have sheered the *Japan* and given the *Kin-Siu* considerably more room to turn in; and possibly avoided the collision. After the catastrophe, the negligence of the Captain of the *Japan* was again apparent in not securing her at the place where she first capsized; as the evidence has shown that she could then have been raised much more easily, than from where she had drifted to. The whole circumstances proved that the *Kin-Siu* was perfectly justified in passing through at the time, that every precaution had been taken on board for any occurrence, that had the junk not been in the position, where she was, the steamer would have passed up clear; while on the contrary the *Japan* was at anchor in an exposed position and seeing the inevitable accident, yet did nothing to prevent it. He was of opinion that the *Japan* is the party to be blamed in the transaction, as it would be clearly shown that the steamer once foul of the junk, which had no light and could not be seen till it was too late to avoid collision, was utterly without power to prevent herself from coming on to the *Japan*. He would now call.

JOHN HOOLE.—Master of the *Kin-Siu*. I have been to sea since 1852. I have been in steamers before, I have been running up and down the river 5 or 6 years. On 14th September last, I was coming up the river to Shanghai. I came to the red buoy about 8 or 3 yds. Had a licensed pilot on board. I was on the bridge when we passed the red buoy; the pilot was with me. It was a clear starry night above; but hazy on the water. I had the chief officer and carpenter on the forecastle head, all hands at their quarters; always have when coming up the river. I suppose we were going through the water about 5 knots; when we passed the Red buoy I told the Engine room to stand by. That is, be prepared for anything. It was the first of the flood as we passed the buoy. I saw several lights ahead, one in particular right amid channel. I mentioned it to the Pilot, and he said he would keep on the starboard side, I saw some on both sides of the river. Our course was to go inside the schooner; at that time we passed the junk's light and left it on the port side. I was the first to see the junk with no light, little to starboard, one junk with a light was in mid channel, and the other without was between her again, which made it very narrow to pass. We put the helm starboard to clear it, but the junk's mast caught our fore yard arm; the engines were stopped directly, and we put our helm hard a starboard. The junk dragged some distance with us, we cleared by her mast carrying away; our fore yard truss was broken, and we went clear of her. About half a minute after we came in collision with the *Japan*. We were off the *Japan* about a ship's length when we cleared the junk. We struck her very near on, caught her bow sprit and then came in collision with her port bow. The force of the blow turned her round, and we then passed her on the starboard bow, to the Pootung side. I imagined her chain had parted, from the manner in which she went up the river.

To the Court.—The *Japan* was a little on the Pootung side of the junk, and when our yard caught her mast we went straight ahead, until we parted and then we went into the schooner. We were very near the other vessel, but we immediately turned the steamer round and went full speed, to avoid a third collision, which we should have risked with the tide. We hailed the *Japan* several times before we got an answer about paying out chain, we also enquired whether she had been much damaged and she replied—Much, port bow knocked in. We then came right up below the shipping. We immediately took a steam tug and returned to Woosung to see if we could render any assistance, we found her on her beam ends a little below the Harbor Master's house close to the creek. The Captain said, we could not render any aid—and we returned to Shanghai. The distance between the Junks with, and without a light should be about 600 yards, and between the latter junk and the *Japan* between two and three hundred. The *Japan* appeared to be anchored a little below the Woosung creek. It is a custom to run in and out during the night, except on a dark night, and then we might anchor. Steamers coming up do generally keep on the Woosung side, and going down keep on the opposite side, because on the Woosung side the water is deeper. The river has got a sudden bend there. To come up you have to keep a good starboard helm. I had the bright mast-head light up, green on starboard and red on port side; burning brightly. Nothing I could have done would have avoided the collision with the *Japan*. We would not have had time to start the engines. If the junk had not been in the way we would have passed her clear. They ought to have seen our lights from the red buoy. We could see theirs

from that distance. If they had ported their helm when we were in collision with the junk we would very probably have gone past them without touching them.

To Mr. EAMES.—The tide was running about three or four knots. It was not so much as quarter tide, I can't be confident but am pretty sure I have indicated the *Japan's* position correctly. (chart) I was drawing 13 feet. I should think the width of the river there to be about 2½ kels. The first junk was nearly in mid channel; we passed her about 100 feet inside, Woosung side. The other junk was inside of her again, and we came in collision with her mast, and on clearing her we came in contact with the *Japan*; when we cleared from the *Japan* we drifted along with the helm a starboard until we neared the barque which was lying astern of the *Japan*, close to the Harbor Master's house; we then went ahead full speed to avoid her. It was difficult to see a small vessel on the water. Though it was clear overhead, it was hazy on the water; it is customary for junks to anchor about there, but they always have lights. When we fouled the junk's mast, it stopped our head from going to port. If we had righted our helm and gone ahead it would not have been any use whatever in avoiding the collision; besides there was no time. If the *Japan* had ported her helm it is possible she might have had time to clear sufficiently, in which case I don't think we would have struck her, and even if so, the blow being more aft would have been less violent.

To the Court.—The *Japan* would not have been justified in porting her helm as soon as she saw the steamer foul of the junk.

To Mr. EAMES.—There was abundant room to go on the Pootung side of the river—I believe it is the custom to run at night, it is the custom to pass through the junks at night—many vessels cannot pass except on the flood tide, on account of the bar. They generally in sailing ships keep two men on the look out.

To Mr. Bird.—It is customary when anchored in a fairway to take greater precautions, than when anchored in a secure place. I should put 2 or 3 on the watch in such a case. The pilot chased the Woosung side as that is the proper road for steamers coming up. If we had not fouled the junks, there would have been plenty of room to pass clear of the *Japan*.

C. D. EAMES.—I have been acting Harbor Master at Woosung for the last 2½ years. On 14th September last I do not remember the *Japan* anchoring; it was after dark; she crossed the bar as dusk; I consequently do not know when she came to. If she was anchored where she alleges she was, she could not possibly be in a worse place. Not only is it in the fairway, but the tide sets in there with a great rush. It is not a fitting place to anchor in. If I had seen her there I should have gone off and made her shift her position. I have repeatedly spoken to pilots about the place, and said that if they anchor there they do so on their own responsibility, and would be answerable for any damages. The *Japan* should have anchored further up towards Shanghai. When she crossed the bar I imagined she would have reached the red buoy, and had no necessity to anchor where she did. About 9.20 p.m. I heard the Captain at my gate stating that an unknown steamer had run down his vessel and sunk her; he wanted to go to Shanghai, but I persuaded him not, and took him in my boat to his vessel. I found no one there. It must have been between midnight when I reached my house again; I advised the Capt. to remain by his vessel with half his crew, which he did. She was secured fore and aft when I left. At daylight I visited her again on account of the treasure; we saved part of her papers at night. I saw a tug down at 3 a.m.; she hailed the *Japan*, she did not stay, but returned to Shanghai. Next morning I observed only the two kedges out. There is no doubt the chain parted at the collision. The starboard anchor was hanging at the bow in the usual way, with two turns of a shank-painter. It was not as it ought to have been in a merchant ship, in a river—it was not on the deck. The ships' anchor ought to have been a cock-bill. It was catclaw, and the riding trawl was tripped up. After the collision Capt. Stamberlich mentioned something about the repairs his vessel had recently undergone; and that she stood on his books at \$12,000 but he would take \$9,000 if he wished to sell her. It is customary for steamers to run at all hours, and there are no regulations to prevent it. Deep draft steamers are obliged to come up on the flood to cross the bar. If the *Kin-Siu* was on an even keel she ought to be able to cross at almost any time. The September tides were very high, more than was known for the last seven years. I found the *Japan* abreast of McKenzie's bungalow, I also know the place where she

drifted to. To raise her would depend on how she was lying; as she lay in her first position it would have been easier to raise her. There was a fair channel of about 200 yards where the *Japan* brought up.

To Mr. EAMES.—The channel is about 200 yards wide, about 300 when the passage is clear. If she had been anchored in the centre there would have been room enough on either side for the steamer to pass her. I was just leaving the house as she was crossing the bar, I could not see her anchoring. The Captain himself told me that the riding turns were tried up. If the anchor had been let go suddenly it would have carried away the line. It would have taken, certainly, one minute to cast off the two turns of the shank-painter. I think it would take more than a minute. If he were sailing down it would not be prudent to have his anchor hanging down, but when at anchor it ought to have been down—I cannot say whether it would have been judicious to let go the anchor. I cannot say what effect the tide would have had on the vessel with that anchor down; consequently I can't speak as to its prudence. If she had drifted on shore after the collision, the anchor being down would have kept her there. I have assisted in raising a vessel in Choofo; passing chains under would not in all cases be necessary to raise a vessel. I know there were 100 tons of coal on board. They were visible, the mate told me so. They must have been visible amidship. Vessels do come up at all hours and tides. A steamer runs greater risk coming up on a flood at night. Of course there is much more risk in coming up in the September tides; and more so with a propeller. The only place the steamer could bring up with safety was the Red Buoy, which is about two miles from where the *Japan* was anchored.

To COURT.—There is no port regulation prohibiting vessels from anchoring where the *Japan* brought up. A master ought to, and does overrule the pilot in all cases.

[The Court.—Then what use are the pilots? I understood that the pilot had the control when on board.]

JAMES SIMPSON.—I was pilot in charge of the *Kiu Shu*. I took charge at the Amherst rock on the 14th Sept. I am duly licensed. I passed red buoy about 8.15 p.m. on 14th. We were going about 5 or 5½ knots through the water. At the Red Buoy the order was given to the Engines to stand by. It was the first of the flood in Woosung. It was running 3½ to 4 knots. I saw a light amid channel at Woosung, when near it. The Captain and I were on the bridge. I saw lots of other lights on both sides of the channel. The Captain asked me on seeing the light, which side I was going to pass up—I said my own side. I had at that time noticed another light, which turned out, to be the *Japan*; it was also in mid-channel. I kept up the starboard side of the channel and passed the junk with a light; after passing her the Captain sung out, here is another junk right ahead. He was standing on the line on the bridge. The chief-officer also sung out immediately. He was stationed by the anchors. We had then steered clear of all lights we saw, the junk ahead had no light, she was a very short distance, not more than 20 or 30 yards on our starboard bow. There was danger of coming into collision—the helm was put hard starboard. The engines had been stopped the moment she was sighted. Our starboard bow came right alongside of the junk and his mast caught our yard. We dragged her, and got clear by our slings parting, and the junk's mast breaking. The *Japan* was then immediately under our port bow, she was about one ship's length from us. We were about a minute in actual contact with the junk, and we came in collision almost immediately after with the schooner. We struck the schooner's port bow with our stem. We parted the schooner's cable and she went up the river, and left us stationary. I am certain her cable was parted for we had to pass her again. We hailed her, and told her to drop the other anchor when we saw she was going on the bank; and asked what damage was done. I saw the schooner take the ground; we were then nearing her again, and another vessel, by the collision. There was danger of another collision; and we turned the engines on full speed to avoid it. When we cleared, we slackened speed, but kept on to Shanghai for the purpose of getting assistance. We hired a tug and returned to Woosung; we found the *Japan*, and offered assistance; it was refused, and we came back to Shanghai. I have been through the Woosung channel some four or 500 times. The schooner was anchored there (chart). It was mid channel of what was vacant. I had the helm starboarded previous to the collision with the junk, on account of the bend in the river. It is not a fit and proper place for a vessel to anchor in. I never did so.

If the wind failed me I would try to get out of the channel. The available channel between the junks was about 60 to 65 fathoms. A vessel at anchor in a tidal river in a fairway, as in this case, should have an officer's watch. I generally order one. The *Kiu-Shu* had the side lights, and bright light at the mast head, burning. I saw the Woosung lights from the Hellespont, a distance of six miles. It is the custom for steamers to run day and night, irrespective of the tides. I think if there had been any look out on board the schooner, our lights must have been seen. We would have avoided the collision but for that with the junk. Our vessel did not answer the helm readily on account of the screw. She did before the collision with the junk; that stopped her way, and it had not the same control over the vessel. It was a fine star-light night; a little haze hanging on the water. The distance between the junks—one with, and the one without a light, was about 600 or 700 yards, and about 250 yards from the junk without a light to the schooner. All hands were at their stations on board the steamer.

To Mr. EAMES.—I intended to take the *Kiu-Shu* through the Woosung side of the river; there was plenty of room on either side of the *Japan*. I was between the junks before I could define the exact position of the *Japan*. The junk we fouled was slightly on the port side of the schooner. When we cleared the junk there was no time to do anything to clear the *Japan*. It would have been right if they saw us coming up, to port their helm. The concussion from the blow steadied us. It was done in a moment—there was no difficulty in passing inside the schooner. We were nearly the width of this room from the junk. The *Japan* was in the centre of the remaining channel. It is very common to have the place blocked up by junks, and they do not always show lights; nor have they any rule of the road. I think we are compelled to come up on the flood; as when the water commences to run down the tide is nearly half done. I have frequently fouled junks by night and day, more so by day. It is a great risk to come up by night on a flood. After the collision there was no time for either vessel to do anything, but when foul of the junk, the schooner by tending her helm would have given us some 20 fathoms more. The only answer we got when we offered assistance was—"Plenty of damage—we are slackening our chain." I replied it is no use; your anchor is gone. Had he let go his anchor and prevented the ship from swinging round, the hole would have been towards the bank, with less danger. [The positions of the junks and vessels were defined on the chart by the witness.]

JOHN FRANK LANGELIER, Chief officer of the *Kiu-Shu*.—I remember coming up on 14th Sept., I was stationed on the forecastle head, there were several others with me. I noticed the lights from the junk, we passed her on the port side, immediately after we saw a junk without a light, bearing nearly ahead, she was distant about a ship's length, almost ahead; I gave the alarm, I heard the order given to stop the engines; and the pilot ordered the helm to starboard. We grazed the junk with our starboard bow, and the junk's mast caught our fore-yard arm, we soon separated; after dragging the junk a short distance, we were cleared by our yard giving way, and the junk's mast breaking, we almost immediately after came in collision with the *Japan*, our stem struck her on the port bow. After we cleared, she drifted past us up the river, we were stationary.

To COURT.—If we had dropped our anchor it would have brought us up. [In regard to a question as to whether any assistance was offered after the collision, His Lordship said that reminded him of a story of a man cutting another's throat, and then asking him if he should send for a Doctor.] While the tide was drifting us up after the *Japan*, I heard the pilot hail repeatedly; telling them to let go their 2nd anchor, they replied they were lighting too chain, pilot answered its no use, there is no anchor to it. In drifting up we were nearing another vessel and there was danger. The engines were put on again full speed to avoid a third collision.

To Mr. EAMES.—We were a very short time before we got clear from the *Japan*; we did not turn her round when we struck her. I was particularly on the look out. I saw the hull and mast of the junk which we came into collision with, at the same time.

Mr. BIRD proceeded to sum up the evidence which, from its nature, must have made it apparent that the *Kiu-Shu* was not to blame for the collision. That she did all in her power to keep clear of all visible dangers, and but for the invisible junk lying where she was, no accident would have occurred to either it or the *Japan*. The steamer had as good a look out as was necessary. She was only following

the usual custom in coming up at that time, but in spite of every precaution, came in contact. When in collision, the steamer was for the moment unmanageable, and ran into a danger that she could not foresee or avoid, and consequently cannot be liable for. The evidence also clearly established that the *Japan* was anchored in an exposed position, in fact a dangerous one; the more so, as she was aware of the proximity of the junk. The captain of the *Japan* was aware that steamers run night and day; and the Woosung Harbor Master had testified that his position could not possibly have been worse; and that ships which so anchor are on their own responsibility; the plaintiffs may contend that we were imprudent in passing through at that time of the night, and tide; but we can equally contend that her position was one of greater imprudence, and I think your Lordship will be with me in this. Should it be your Lordship's opinion that both are to blame; you will, I trust, dismiss this suit without costs; but if on the contrary, you think that the steamer was culpable, then the question will be as to what extent. The claim, there is no doubt, is an exorbitant one; nothing less than £12, 20,000, and the Harbor Master's evidence proved that the Captain had said he would take \$50,000 for the vessel. It was hardly necessary to say more; he (Mr. B.) would leave the result to His Lordship's decision, with the final remark that the schooner, to every appearance, was more to blame for the collision, than the *Kiu-Shu*.

Mr. EAMES would be still more brief than his learned friend; he had got the case of the *Locheven* ready for quotation, but from its length would not now read it. It however went to show that no excuse as to position can be pleaded by a vessel underweigh, for colliding with one at anchor, because it is her duty to see every endeavour to avoid that vessel. But in this case the *Japan* was in as safe a place as was necessary; and the pilot of the *Kiu-Shu*'s evidence showed that she was close into the Woosung shore; but as the entire width is considered the fairway, her position was still that of being in the fairway. One witness had emphatically declared that the steamer ought to have passed on the Pootung side, but the fact that, after the collision, she was obliged to go full speed to avoid another vessel, shows that there was plenty of room on the Woosung side. The defence speaks of what should have been the anchorage of the *Japan* as if she were going to discharge there, but it must be remembered that the vessel was only dropping down, and although the Harbor Master had said she could not possibly have been in a worse place; still Mr. Pilot Simpson states that the steamer was going quite clear of her until she came on the junk. Another fact he would beg to produce. There had not been the slightest testimony to show that the steamer reversed, or halted the *Japan*, when the collision with the junk rendered it prudent for the latter vessel to shift her helm. I cannot (said Mr. E.) understand how they can attribute the blame to the schooner; if they had reversed their engines, after clearing the junk, it is quite evident she would have struck with less force; and possibly, as the evidence showed that the tide sets into the creek, it might have drifted the steamer in there and given her time to take some course to avoid the collision. But the great case against the steamer was, her coming up at that time on the flood, at a rate of about 9 knots; with the knowledge that junks and ships anchor there; and knowing the difficulty of managing a propeller; on all of which points the learned counsel commented; and with a few remarks on the precautions taken on board the *Japan* for her safety after the collision, left the case in the hands of the court.

The Court gave the following Judgment.

This is a case of collision. The material facts are as follows. The three masted N.G. schooner *Japan*, of 250 tons burthen, under the charge of a native licensed pilot, was on the evening of the 14th of September last in the channel near the Woosung creek on the Whangpoo river. According to the evidence of the Captain and officers of the *Japan*, and of the pilot, she was anchored in 6½ fathoms water with 25 fathoms of cable out, on the Woosung side of the river, about four or five ship's lengths from the shore. According to the evidence of the Captain, officers, and pilot of the *Kiu-Shu*, the vessel alleged to have been in fault, she was anchored in mid-channel. I am inclined to believe that the anchorage of the *Japan* was as stated by her Captain and crew. Setting off their interest, which consisted in placing her in a comparatively safe anchorage, against the interest of those in charge of the *Kiu-Shu*, which consisted in placing her in mid-channel,

and looking simply at the probabilities suggested by the evidence, I am satisfied that her position was more likely to be that stated by the plaintiffs, than that deposited to by the defendants. For, apart from all question of interest, the evidence stands thus: the *Japan* was anchored before dark; the night, though bright enough above was hazy on the horizon or surface of the water, so much so that a junk was not observed by those on board the *Kiu-Shu* within less than a ship's length. It strikes me as unlikely under these circumstances that those on board the *Kiu-Shu* were in a position to state the exact position of the *Japan*, especially as they had, only before the accident, seen the light of the *Japan* without recognizing whether it was a junk's light or a ship's light; and during the time they were in collision with the junk it is evident that their attention was wholly occupied. Moreover, it is clear that immediately after the collision and before the *Kiu-Shu* had passed the *Japan*, the stern of the *Japan* made the ground; which I hardly think she would have done so quickly had she been in mid-channel. So much for the position of the *Japan* at her anchor.

The *Kiu-Shu* was coming up the river on a flood tide running 5 to 5½ knots an hour; her own speed being from 3½ to 4 knots—so that she was going over the bottom at a speed of from 8½ to 9½ knots an hour. It appears that she saw the light of the *Japan* a considerable time before the collision, and could, according to the evidence of those on board, had there been no intervening circumstance, have easily avoided her. Indeed there is not the slightest reason to suppose that independently of the circumstance to which I shall refer, the accident could or would have occurred. On approaching the schooner, however, the steamer sighted a junk with a light ahead, and changed her course (which had until then been with a slightly starboarded helm), to avoid the junk; by lightly porting it. This manoeuvre cleared the junk, but hardly had this been accomplished, when a junk was descried immediately ahead, close under the starboard bow. The engine was immediately stopped and the helm put hard a starboard. Unfortunately before there was time for the vessel to answer the helm, the fore yard arm of the steamer caught the junk's mast, stopping her steering way and dragging the junk along with her—thus thwarting to a great extent the manoeuvre. The slings of the yard arm giving way and the mast of the junk breaking, the two ships parted, and before the *Kiu-Shu* could be got in hand again she came upon the schooner, which was anchored 200 yards behind the junk; nearly end on, striking the schooner on the port bow, with such force as to cut her down to the 7 ft. mark, carrying away jib-boom and bowsprit, and making a hole big enough for a man to enter. The schooner was then drawing 8 ft. 4 inches, consequently a portion of the hole was 1 ft. 8 in., under the then water line. The result of the collision was that the *Japan* immediately drifted on shore. She has since been raised, and her owners now claim from the owners of the *Kiu-Shu* the full extent of the damage thereby caused.

Those in charge of the *Kiu-Shu* say, first, that the accident was unavoidable; secondly, that the *Japan* was lying where she had no business to lie, and thirdly, that those on board her did not, previously to, immediately after, or subsequently, use due care or diligence either in avoiding the collision, or preventing the damages it is admitted on all sides the *Japan* has sustained.

In the case of the *Woodrop*, 2 Dods 83, Sir William Scott lays it down that there are four possibilities under which collisions may occur:

"In the first place it may happen without blame being imputable to either party, as where the loss is occasioned by a storm or any other *vis major*. In that case the misfortune must be borne by the party on whom it happens to light; the other not being responsible to him in the smallest degree. Secondly, where both parties are to blame, there having been want of due diligence or of skill on both sides; in such a case, the rule of law is that the loss must be apportioned between them as having been occasioned by the fault of both of them. Thirdly, by the misconduct of the suffering party only; and then the rule is that the sufferer must bear his own burthen. Lastly, it may have been the fault of the ship which ran the other down, and in this case the innocent party would be entitled to an entire compensation from the other."

Under the first possibility, namely that of "inevitable accident" there is this to be considered, namely whether it could possibly have been avoided by the exercise of ordinary care, caution or maritime skill. The question then is, under which of these four possibilities ought the present case to rank. *Prima facie* when a collision

occurs between two vessels, one of which is under weigh, and the other at anchor, the responsibility of showing that the vessel at anchor was at fault lies on those in command of the other. Now, is this done in this case? There is no rule or regulation of the River, that vessels should not anchor, where the schooner was placed by a duly licensed pilot. It is quite clear that anchored where she was, any vessel could easily have avoided coming near her; and had it not been for a junk lying some 200 yards ahead of her, not showing a light, and the night being hazy on the water, the steamer would, and could easily have gone clear of her. Now it strikes me that under these circumstances, it would be improper for me to go the length of saying that the schooner was in fault. It is possible that a safer and better anchorage could have been found for her; and I think it would be well if the authorities would indicate what portions of the River were fit and proper anchorage, and what were not; they license people as pilots under regulations that provide for due examination of qualifications and knowledge; and they compel, so far as they can compel, foreign vessels to avail themselves of the services of these qualified pilots. In the absence then of any rule or regulation to the effect that the place where the *Japan* was anchored was an improper place, and bearing in mind that she was there anchored by a licensed pilot, I am not disposed to go the length of saying that those in command of the *Japan* were in fault.

Then, as regards the *Kiushu*, it is distinctly in evidence that the night, though bright above, was hazy on the water; so hazy that those on board could not see anything, even a junk, so near as half a vessel's length ahead of the steamer. It is moreover in evidence that junks are in the habit of anchoring anywhere about the channel; that it was a flood tide running at the rate of five knots an hour; that the steamer's rate of speed was from 3½ to 4½ knots; thus making a speed over the bottom of 8 or 9 knots an hour; and on these facts, I am to consider whether those in charge of the *Kiushu* were justified in coming up the River at this rate of speed and under these circumstances. I am told it is customary for them to do so. I cannot see that a custom, which steamers for their own advantage establish, justifies them in exposing others to danger. I pass no opinion as to whether it is ever necessary to come up on a flood tide at all. This is clear on the evidence, that when the *Kiushu* draws only 13 feet she can come up on almost any state of the tide. But there is no doubt that, with an ebb tide, a steamer is much more manageable, and I cannot bring myself to believe that a steamer is justified in steaming through a narrow channel on a flood tide at the rate of 8 or 9 knots an hour at night when nothing could be seen half a ship's length on the water's surface, and with a full knowledge that junks are in the habit of lying about in any direction. If the tide had been at the ebb, the steamer might have crept along at the rate of a knot an hour or even less; it might, and with almost immediate effect, have stopped and reversed its engines; but such stoppage or reversal is almost useless when there is a tide driving a vessel ahead at the rate of 5 knots. I am glad to be able to say that all was done by those on board the *Kiushu* that could, under the circumstances, have been done; but the accident was not the result of bad management, or bad seamanship or negligence, but arose simply from the error of attempting, when there was really no necessity, to pass through a crowded and comparatively narrow channel on a hazy night, on a flood tide, and at a rate over the ground of from 8 to 9 miles an hour. On these grounds I find the *Kiushu* wholly in fault. I do not find that those in charge of the *Japan* in any way, by negligence or otherwise, increased the damage suffered, and I am clearly of opinion that the accident could not have been avoided by anything that could have been done on board the *Japan*.

On the whole it is clear to my mind that the collision which took place must be held to fall under the fourth possibility alluded to by Sir Wm. Scott, namely—as being the fault of the ship which ran the other down. Consequently, I condemn the *Kiushu* in damages and costs; referring the amount of the former to the Registrar of this Court and such assistance as he may require, and the latter to taxation.

BANKRUPTCY COURT.

Nov. 9th, 1868.

Before C. W. GOODWIN, Esq.

In re R. C. ESSEX.

First meeting of creditors.
The Court waited for some time; but no creditors appeared.

MIXED COURT.

Before Dr. JENKINS and CHEN.

November 9th, 1868.

Mr. T. W. Bibens appeared to claim his watch which was stolen from him during an attack made on him on the night of the 20th ult., by some person or persons unknown. He stated that he was walking down the "Seward" road about eight o'clock that night, when he received two blows from behind, which inflicted two wounds, and cut his hat through. He fell senseless, and when he recovered, found his watch gone.

The watch has been recovered from a Pawnbroker on the French concession, but no clue has yet been found as to the parties who attacked Mr. Bibens. The pawnbroker was in court, and first raised the question as to the identity of the watch, this Mr. Penfold decided by stating that it was recognised by the constable the moment he saw it, from the description Mr. Bibens gave on the night of the attack. The pawnbroker then enquired who was to refund him his \$22 he advanced on it. The Mandarin fought strenuously to win over Dr. Jenkins to his view of the case, which was that, though he could not compel Mr. Bibens to refund the money, it would be only just he should do so, or at least a part of it.

Dr. Jenkins strongly dissented and, stated that if the Mandarin gave that decision he would refer the case to the Tao-tai and Consul. The Mandarin then suggested that it should be left to Mr. Bibens to make the pawnbroker (who argued the question fully from his view, which was, that the greater the value of the watch, the larger should be the compensation he should get from the owner) a suitable present. But Mr. Bibens declined. The Mandarin then revoked his sentence, and decided that Mr. Bibens should pay half the amount advanced on the watch, which is worth \$180. Dr. Jenkins hereupon informed the claimant that the watch will be delivered to him tomorrow morning at the American Consulate, when he could inform the Consul of his determination.

As may be well imagined, this extraordinary decision took all the Europeans in Court by surprise, and excited much dissatisfaction. Mr. Penfold declared it to be a premium for such thefts. The man, as a pawnbroker knew perfectly well the value of the watch he was receiving for \$22, and also that it must be stolen, or he would undoubtedly have given more on it. Instead of receiving a reward, for he stood in the position of receiver, he should be severely reprimanded. The pawnbroker said it was pawned on the night of the 9th October by some unknown person, and requested to be allowed to examine the watch he was in custody for the attack on Captain Valgardson, to see if he can identify him; this was granted, but Mr. Penfold mentioned that it was useless as they were in the lock up a quarter of an hour after the attack on Mr. Bibens.

Mr. Samuel Walker laid a charge against a house boy, named Lai-sen-wang, and coolie engaged in Messrs. Blain and Co.'s hong, for theft of four hundred Cigars, worth \$7 or 8. He was up in court last Sunday week, and when he returned, on the following Tuesday, observing one of the whole boxes of cigars was open; he examined it, and found about 100 left out of 500. He enquired from his boy, who said he thought the upstairs boy knew something of it. Calling them all into the room together, the coolie told him that the boy had given him three hundred, and wanted to take a thousand, but he prevented him. The prisoners acknowledged taking three hundred; and the Court ordered that complainant should stop the value from each of their wages. The prisoners were allowed to go.

Some time ago an application was made to the Court by a pawnbroker, invoking the aid of the police in recovering a quantity of articles alleged to have been stolen on the night of the fire in Hong-que. This morning the exertions of the police were displayed in Court in the shape of skin and silk coats, Japanese swords, necklaces, and an extensive variety of sundries; accompanying which were five Cantonese carpenters, in whose house the things were found. They claimed many pieces as their own property, and gave plausible excuses for the possession of those which bore the shop mark. Many of the clothes were altered, so it became difficult to recognise them. The pawnbroker was allowed to take those which bore his mark, and the prisoners permitted to leave the Court with the remainder.

Mr. Terry's house boy appeared on behalf his master to prosecute one Le-zun-chen for attempting to steal five heart rugs which were placed out to be beaten. The prisoner, it appears, had a purchaser all ready to receive the little venture, for which he was to pay something like \$1; but taken in the act of rolling them up, the receiver lost his bargain, and the thief got 60 blows.

TERMS FOR ADVERTISING.—To Subscribers. Ten Lines and under, One Year—each additional line, One Mace. One Half of these charges for repetitions. Contracts may be made for 3 months, or longer, payable in advance.

678 Advertisements will be repeated unless countermanded.

SHANGHAI, NOVEMBER 10, 1868.

IMPORTS.

Our last, 31st October announced the arrival of the English Mail of 11th September per *Ortana* on the 20th ultimo. The French Mail of the 20th came per *Phase* on the 2nd November, and the *Costa Rica*, with American and San Francisco advices reached on the 6th instant.

Telegrams via Kiachta to 13th October give rather more favourable advices on Silk, and Tea for America, with discount still at 2%. Cotton and Sugars are still being shipped to Japan, but advices from there state the arrivals are to an overstocked and declining market. Some particulars from the Custom Returns for the quarter ending September will be found in another column; in the leading staples the imports are largely in excess of last year, for the corresponding period. The quantity of Silk from Japan for this Mail is very large, 1,234 bales. Settlements here about 1,000 bales; full statistics in another place. The arrivals have been chiefly Coal laden vessels; on the 6th the *Dartmouth*, *Elizabeth Nicholson*, and *Elmston* from Sydney. The *Lammermuir* from London, and the *Benjamin Bangs* from Cardiff. On the 8th the *Naiaid* from Newcastle s. s. v. The *Lammermuir* seems to have met with a heavy gale on 42 S. lat. 30 E. long., losing cutter, life and Jolly Boats, and having part of her main hatch stove in.

SOFT GOODS.—A steady business has to be reported in all kinds of *Grey Goods* during the past fortnight, and quotations as given below are generally rather higher than those last noted. Sales of *Grey Shirtings* from first and second hands may be estimated at 135 or 140,000 pieces, of which nearly half have been of 7 lbs. weight. The demand for this class has been very active, and holders have responded to the enquiry. 7 lbs. Cloth is now worth Tls. 1.97 a 2.03 and 8.4 lbs. Tls. 2.19 a 2.23 per piece, though the latter figure is not easily obtainable for even best Goods. The market is quiet at the close, the dealers' wants having been temporarily supplied. Our stocks (including sold and unsold parcels) are variously estimated at 640 or 655,000 pieces.

T-CLOVES.—Large sales are quoted at slightly better prices, the dealers having been able to select from the heavy stocks cheap lots at moderate figures 6 lbs. Cloth may be quoted Tls. 1.40 a 1.55 and 7 lbs. 1.60 a 1.90 per piece, 8 lbs. a 8½ lbs. 36 inch do not go off so freely as might be wished.

WHITE SHIRTINGS.—On some counts a slight advance has to be noted, and fair sales are reported. Present quotations are 66 reed. Tls. 1.95 a 2.01, 60 reed. 2.05 a 2.10, 64 reed. Tls. 2.18 a 2.28, 66 reed. 2.33 a 2.38. Prices for the higher counts vary with quality.

DRILLS.—Several shipments on foreign accounts have been made of American Goods, to the North, and the moderate stock held by former purchasers has to a great extent passed into the hands of Chinese, no change can be made in quotations—sales of English have transpired at Tls. 4.20 a 4.25 per piece. Dutch are in fair enquiry and prices for these show an improvement.

JEANS.—English have been placed to arrive at Tls. 3.65 per piece, but no transactions in American are reported.

SHEETINGS.—American were neglected during the early part of the fortnight—but latterly have been more asked for, and small sales are quoted at Tls. 4.05 a 4.10—English Goods have changed hands at Tls. 3.80 a 3.85 for 14 a 14½ lbs.

FANCY GOODS.—Dyed Brocades and Dyed Spots have commanded more attention at last quoted rates, while a fair business is reported in Chintzes and Velveteens—Dyed Damasks have also been more sought after, and in the absence of stocks of Gentian Shirtings a rise in value has to be noted.

WOOLLENS.—Black Camlets have advanced to Tls. 13.20 for C. P. H. owing to a Japan demand—but Scarlet are rather lower in value. Assorted colors continue in but limited request. In Spanish Stripes a fair business has been done at prices showing little change in value for average assortments. Scarlet and Purple Long Ells have declined. Assorted colors are dull of sale—Figured Orleans have changed hands at last rates.

QUOTATIONS FOR WOOLLENS.

S. Stripes, C.P.H.	Camlets, S.S.	Figd. Orleans.	Long Ells, C.P.H.
Scarlet ... 0.68 to ...	13.50 to 13.75	3.90 to ...	6.25 to ...
Dark Blue 0.59 " "	11.50 " "	3.00 " "	7.50 " "
Orange ... 0.80 " "	13.50 " "	3.60 " "	7.20 " "
Green ... 0.65 " "	10.50 " 11.00	4.30 " 4.40	6.80 " "
Ash ... 0.68 " "	10.00 " "	3.70 " 4.00	" " "
White ... 0.60 " "	10.00 " "	3.50 " "	" " "
Purple ... 0.45 " "	10.50 " 11.00	3.50 " 3.60	7.80 " "
Black ... 0.52 " "	18.00 " 13.20	3.65 " "	7.10 " "
Sky ... 0.45 " "	" " "	3.50 " "	" " "
Brown ... 0.45 " "	" " "	3.50 " 3.60	5.20 " "

STRAITS PRODUCE.—Market inactive, and but small sales at quotations.

DYE WOODS.—1,300 piculs sandal and span woods arrived. 1,000 piculs exported to river ports.

BLACK PEPPER quoted 1 to 2 mace lower. Exports, 644 bags to Hankow.

TIN.—Further decline; demand almost ceased. Arrived, 1,003 piculs. Exported to Ningpo, 1,390 piculs.

SUGAR Inactive; prices unaltered. Reported inwards—brown 14,363 piculs, white 6,050 piculs. Exported—brown 7,158 piculs, white 5,063 piculs.

COTTON firm at last quotations. Shanghai, Tls. 15.50 a 15.60; Ningpo, Tls. 16.50 a 17.00; demand for Japan somewhat abated,—that for Hankow likely to continue.

METALS.—NAIL ROD IRON—Since our last issue only one arrival has taken place and as all the Iron per *Lammermuir* had been previously disposed of, her cargo has caused no change in our market.

HOOP IRON—continues dull of sale, but there still exists a brisk demand for all other descriptions. Quotations remain unaltered.

LEAD.—Firm at quotations 2,800 piculs exported to Japan. About 3,792 arrived per *Lammermuir*.

COALS.—This market has continued dull, a little more demand for Cardiff ex Ship —of English no sales. American—sales from Godown at Tls. 14.00. Japan—some of inferior quality has been sold at Tls. 3.75. Formosa—nothing done. The arrivals for the fortnight have been from Great Britain 2,213 tons; Australia 6,365; Japan 892; Formosa 200—in all 9,610 tons, of which 2,487 were to order. From the Customs' Return we see the Imports for Quarter ending September as contrasted with same period last year, gives:—

	Tons.	Tons.
British.....	13,001 v.	8,695
Australian	14,150 v.	11,990
Japan	3,682 v.	7,143
American	920 v.	1,983
	31,753 v.	29,811

HOUSES, LAND, SHARES, &c.—In the first two we hear of no transactions of importance. On the 12th will be offered by Public Auction, a property elegantly situated in the Pokin Road, upon which is erected a large three storied imported House with Godowns and Offices, and a smaller residence with stabling, etc., etc. The Share market is so limited that operations seldom become publicly known.

IN EXCHANGE.—A fair amount of business has been done, rates declining. Bank Paper £180,000. Merchants £280,000. Francs—Bank 75,000. Merchants 100,000. Rupees 275,000. Drafts on Hongkong \$280,000.

QUOTATIONS, DUTY PAID, IN SHANGHAI SYCEE.

Tls. 78.10 equal Mex. \$ 100.

GREY SHIRTINGS—	T.m.c.	T.m.c.	Iron—	T.m.c.	T.m.c.
7 lbs.	2.10	2.03	Nail Rod small size	pl. 1.95	2.07
8.4 to 8.6 lbs.	2.19	2.23	Fair to good assorted	2.30	2.50
9 to 9.12 lbs.	2.23	2.25	Hoop	2.00	Noml.
WHITE SHIRTINGS—			Flat and Round	2.50	2.55
56 Reed	1.95	2.01	LEAD	pl. 5.35	5.70
60 "	2.05	2.12	TIN PLATES	pl. 4.30	4.80
64 "	2.20	2.28	STEEL	pl. 3.80	4.00
66 "	2.30	2.39	PLATES	pl. 1.65	
72 "	2.50	2.55	WINDOW GLASS	pl. 3.00	3.50
80 & 84 Reed	2.80	2.90	PEPPER—		
2. LOTUS—			Black	pl. 5.50	5.90
6 lbs.	1.40	1.55	White	8.00	9.00
7 lbs.	1.60	1.90	BETEL NUT—		
8 to 8.4 lbs.	2.05	2.40	Cochin China	3.00	3.30
AMERICAN DRILLS, 40 yds.	4.45	4.55	Singapore	2.40	2.60
AMERICAN JEANS, 30 yds.	3.75	3.80			
AMERICAN SHEETINGS, 40 yds.	4.00	4.10			
ENGLISH DRILLS, 40 yds.	4.20	4.25	SAYAN WOOD—		
DUTCH DRILLS 40 yds.	4.10	4.25	3 pieces weighing 1 picul ..	1.80	1.90
HANDKERCHIEFS, Blue	0.50	0.57	6 & 7 " ..	1.40	1.70
Brown	0.52	0.57	SANDAL WOOD—		
WHITE FIGURED SHIRTINGS (p. 2.20 to 2.35			South Sea Island	3.40	3.65
Dyed, ...	2.50	2.55	Malabar	10.80	12.00
BROCADES—			MANGROVE BARK—		
White, 40 yds.	2.30	2.35	Singapore and Penang ..	1.00	1.40
Dyed, ...	2.75	2.90	Siam		
DAMASKS, Dyed, 40 yds.	4.50	4.60	TIN—		
GENTIAN SHIRTINGS	3.00	3.20	Straits	pl. 17.00	19.00
CHINTZ—			Malacca	20.00	25.50
Assorted	1.40	1.50			
Blue	1.40	1.55			
Brown	1.80	1.90			
Scarlet					
TRUNKY REDS, 24 yds.	2.10	2.40			
VELVETS—					
Black, 22 in.	0.20	0.21			
Black, 22 in.	0.21	0.22			
VELVETENS—					
Black, 18 in.	0.16	0.18			
26 in.	0.26	0.27			
DIAMETER, 12 yds. 37 in.					
MUSLINS, 12 yds. 42 in.					
CAMELIS, English—					
S, 56 yds.					
S S	12.25	13.20			
S S					
SPANISH STRIPES, (p. 0.55 to 0.67					
MEDIUM BROAD AND HADIT					
CLOTH	1.00	1.25			
LONG ELMS—					
Scarlet, 24 yds. H H	6.25	6.30			
C P H	6.25	6.30			
Assorted, H H	6.55	6.70			
C P H	6.55	6.70			
LASTINGS, 30 yds.	11.50	12.60			
CRAPPE LASTINGS, 30 yds.					
CRAPPE LUSTRES	4.55	4.95			
OILS—					
Figured, 30 yds.	3.40	3.90			
Plain, 30 yds.	3.20	3.85			

OPIMUM.—Malacca.—Our market has been sluggish throughout the fortnight, discouraging news from the outports rendering natives unwilling to buy beyond the extent of their actual requirement. The market was opened on the arrival of last mail at Tls. 485 for now, and Tls. 490 for old. Rates are however at present a few taels better, and I now quote the former at Tls. 488 and old cargo 492 per picul.

PATNA.—There has not been much enquiry for this description, the news of the loss of 1,600 chests on board the Steamer "Reiser" having had but little influence either on the Hongkong market or this; at first prices advanced from Tls. 470 to Tls. 478; but I now quote the market dull again at Tls. 470 per chest.

	Malacca.	Patna.
Stock on Oct. 26th, 1868	2,897 Chests.	516 Chests.
Imports since last Stock	1,078 "	302 "
Total	3,945 Chests.	818 Chests.
Deliveries	1,590 "	400 "
Estimated Stock on Oct. 27th, 1868	2,355 Chests.	418 Chests.

EXPORTS.

TEA.—BLACK.—Our last issue was dated the 27th ultimo, when transactions in Black Tea have been limited and chiefly confined to the common grades of Oonahms which have found buyers at a reduction of Tls. 0.59 on the quotations of the previous fortnight. The stock shows but a slight diminution, natives however appear disinclined to make any further concessions at present in face of the decline in Exchange.

Settlements on the market 30 chops—10,320 chests. || Re-shipments on owners' account | 6 " 1,802 " |
| Stock | 69 " 21,856 " |

The following are the prices that have been paid:—

	Tls.	100.	100.	100.	100.
Shanghai packed	14.00	14.00	14.00	14.00	14.00
Oonahms	17.25	18.00	18.00	18.00	18.00
Ninghows	10.00	10.00	10.00	10.00	10.00
Opahs	20.25	20.25	20.25	20.25	20.25

GREEN.—During the early part of the fortnight rates looked slightly easier; but the gradual decline in Exchange has since led to large purchases for the American market at prices about on a par with those current for last mail. Stocks are somewhat lighter and should operations continue on the heavy scale of the fortnight under review the prospect of any decline in values must be considered very remote.

The following are proportion prices of the settlements reported:—

	Tls.	100.	100.	100.	100.
Shanghai Packed	25.00	25.00	25.00	25.00	25.00
Pingyow	30.00	30.00	30.00	30.00	30.00
Fychow	32.50	32.50	32.50	32.50	32.50
Tonkoko & Moyunee Tls. 36.00	36.00	36.00	36.00	36.00	36.00

Settlements & Re-shipments.—Stock of Green Tea is estimated at:—
43,927 1/2 chests Fychow, Moyunee, &c. 62,453 1/2 chests Fychow, Moyunee, &c.
1,608 " Pingyow. 7,878 " Pingyow.
2,480 " Shai packed, Japan, &c. 3,500 " Shanghai packed, Japan, &c.

47,175 1/2 chests. 73,831 1/2 chests.
From Hankow our dates are to 5th instant. Transactions in Tea were unimportant, the only purchase for the fortnight consisting of 420 half-chests at Tls. 14.50 per picul.
1868-9—Settlements 411,812 chests. || 1867-8—(to 19th Oct. 1867) | 926,090 " |
| From Kinkiang our advices are to 5th instant. The settlements in Black Tea for the fortnight were 418 1/2 chests Ningchow at Tls. 14.00 & Tls. 14.50, and 800 1/2 chests | |

Hohow at Tls. 12.85 being about previous rates. Stock 204 1/2 chests Ningchow. Arrivals of Green Tea had been on a large scale—but the greater portion of them had been shipped to Shanghai on Native account. Settlements were 2,224 1/2 chests Moyunee at Tls. 34 1/2 to Tls. 37; Stock 4,920 1/2 chests Moyunee, etc.

Export to Great Britain is as under—	1868-9	1867-8
BLACK	54,308,157 lbs.	37,048,996 lbs.
GREEN	6,088,082 "	5,918,557 "
Total	60,396,239 lbs.	42,967,553 lbs.
Export to United States—	1868-9	1867-8
BLACK	100,462 lbs.	359 lbs.
GREEN	5,074,783 "	3,957,518 "
Total	5,175,245 lbs.	3,957,867 lbs.

SILK.—Settlements were continued after departure of the last mail, chiefly in Silks for Shipment round the Cape, at prices showing no change on those current for the previous fortnight, and during the latter part of the interval, transactions have been made on a moderate scale, making total purchases for this mail about 1,000 Bales, to which must be added about 600 Bales, exported per Sailing Vessels and Ocean Steamers, not included in previous estimates of fortnightly settlements. There is but little change to report in quotations, Chop No. 3 Tatlees have been sold at Tls. 570 for "Donkey" and Tls. 580 and 585 for "Koo-long Sing" Chop; medium and common Tatlees remain about the same as last quoted. Karshing Tayasams are held for rather higher rates, and refused, Tls. 530 being demanded; "Chin Cums" remain unchanged. Hainings and Yuenfas are rather firmer; while Hangchow Tatlees, and Sowhings are somewhat easier. In Re-reel Silks no material change is noticeable. The arrivals from the Interior having come forward on the same scale as the Settlements, the Unsold Stock remains about 3,000 Bales.

Total Export to date,—	Raw Silk.	Thrown.	Coarse.	Japan.	Total.
Brought forward from last Report	34,742	146	...	6,656	41,544
Oct. 24th, "Hindustan" to London	22	13	...	505	22
" 24th, "Hindustan" to New York	24	...	...	24	81
Nov. 1st, "Nestor" to London	169	...	...	109	109
" 2nd, "Tyburnia" to London	354	...	...	354	354
" 2nd, "Ganges" to Hongkong	413	...	...	667	1,080
Total	35,805	146	...	7,323	43,274
Season 1867-68	22,366	272	...	3,443	26,081

PRICES.—In Taels, are per picul of 133 1/2 lbs. Duty paid; in Sterling, are per lb. Overland, all charges paid to England at Exchange, 5s. 11d. per Tael.

London Value per lb. 9th Sept., 1868.

Tatlees—Chop No. 1	None.	per picul.	31s. 5d.	None.	per picul.	30s. 6d.
" 2	Tls. 605	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
" 3	Tls. 570	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
" 4	Tls. 545	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
Ordinary No. 3 and Chop No. 4	Tls. 515	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
Ordinary No. 4	Tls. 470	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
" 5 & com.	Tls. 430	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
Karshing Chop No. 1	Tls. 505	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
" 2	Tls. 460	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
" 3	Tls. 410	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
" 4, 5 & com.	Tls. 300	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
Chin Cum No. 1	Tls. 450	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
Yuenfa No. 1	Tls. 410	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
" 2	Tls. 300	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
" 3	Tls. 370	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
Yuenfa, and Chop No. 1	None.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
Hainings, ...	Tls. 490	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
" 2	Tls. 450	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
" 3	Tls. 410	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
" 4 & com.	Tls. 430	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
Hangchow Tatlees	Tls. 430	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.	25s. 6d.
Sowhings	None.	18s. 10d.	18s. 10d.	18s. 10d.	18s. 10d.	18s. 10d.
Sowhings	Tls. 360	27s. 4d.	27s. 4d.	27s. 4d.	27s. 4d.	27s. 4d.
Throes, med. Trans.	Tls. 500	25s. 10d.	25s. 10d.	25s. 10d.	25s. 10d.	25s. 10d.
Re-reel Tatlees	Tls. 500	25s. 10d.	25s. 10d.	25s. 10d.	25s. 10d.	25s. 10d.
Do. Hainings	Tls. 500	25s. 10d.	25s. 10d.	25s. 10d.	25s. 10d.	25s. 10d.

The P. & O.'s Contract Steamer "Ottawa" has about 800 bales of Silk engaged.

EXCHANGE AND BULLION.

Business began late for this mail, as the Race holidays took up a whole week. When business was renewed all bills offered were easily taken, and buyers showed such eagerness that rates gave way and remain at very low quotations, Bank 5.10, only a few Banks drawing a little at 5.10. Private 5.11 to 5.10. Private paper being scarce, Banks had to supply the market to a large extent.

On India, Banks showed little inclination to sell and rates are nominally 300 for Bombay and 301 for Calcutta.

On Hongkong Bank drafts were sold at 24 1/2 on demand and 25 at 15 days sight.

Dollars continue to rise and remain steady at 78.10.

Bar Silver arrived from France has not yet been disposed of.

Money plentiful.

On London	Bank Bills, sight, ...	5s. 8 1/2d.	
	Bank Bills, 6 months' sight, ...	5s. 10 1/2d.	
	Credits	5s. 10 1/2d.	
	Documentary and other Bills, 6 months' sight, ...	5s. 10 1/2d.	per Tael
On Paris	Credits, 6 months' sight	7s. 7 1/2d.	
	Documentary, 6 months' sight, ...	7s. 7 1/2d.	
On Calcutta	Bank Bills, 3 days' sight, ...	Rs. 300.	
On Bombay	" "		

BULLION:—GOLD BARS.—Pekin, 98 touch, Tls. 173.50 per 10 Taels Shanghai weight.

BAR SILVER.—111.5 Shanghai Taels, per 100 Taels Canton weight.

MEXICAN DOLLARS.—78.10.

CANAL DOLLARS.—80.30.

COPPER CASH.—1,450 per Tael.

YOKOHAMA, NOVEMBER 4, 1868.

IMPORTS.

We had a brisk and quite excited market for Grey Shirtings after the mail left, and a good deal of business was done, much reducing stocks. Business has been quieter since, but our quotations are materially improved. Yarns has been dull and only a few sales of 38s. & 42s. are reported, but holders remain firm. Black Velvets are in demand and have improved in value, but a better class of goods than what we have on the spot are wanted. Assorted are unsaleable. Some large sales of Tadichelass are reported at losing rates and other Cotton Goods are dull.

In Woollens, we have little business to report; what has been done has been in S.S. Camlets; Black are worth \$20 to \$21, Scarlet \$18. Blankets are still scarce and wanted.

The "Contest" is the only arrival with a general cargo.

In other articles of Import, we have very discouraging reports to make. Ten or twelve rice laden vessels from Hongkong have all arrived together, arrivals of Sugar have also been far too large, stocks of Cottons are excessive and the markets for all three have declined and look very dull. Metals continue dull.

Shanghai Tea, Silk, Cotton and Opium Returns for Season Commencing June 1, 1868.

From Imperial Maritime Customs.

TEA.
TO GREAT BRITAIN.

Ship.	Cleared.	Destination.	Congou.	Dust.	Souchong.	TOTAL BLACK.	Japan Unclaesed.	Sorts.	Young Hyon.	Hyon.	Twankay.	Imperial.	Gunpowder.	TOTAL GREEN.
Total as per last Report.....			350,832.21	4,032.00	..	354,864.20	6,002.70	207.24	12,034.00	2,927.25	650.58	5,802.20	17,803.17	46,467.62
Skjold.....	Oct. 30	Falmouth.....	491.78	..	..	491.78	..	..	..	..	..	..	..	..
Rhinopian.....	" 31	London.....	6,673.28	574.65	..	7,147.93	20.00	..	256.44	..	15.00	181.00	833.00	824.44
Neslor.....	Nov. 2	Do.....	..	..	..	..	122.03	..	300.18	81.00	10.30	20.48	37.30	463.86
Tylmaria.....	" 2	Do.....	5,015.07	1,253.63	..	7,168.70	344.40	..	219.90	108.02	83.90	88.90	59.42	1,282.14
Ornato.....	" 8	Do.....	6,029.22	..	..	6,029.22	188.48	..	213.14	115.34	12.40	61.47	184.37	765.20
Total.....			300,841.56	5,861.27	..	306,702.83	7,008.60	207.24	12,883.20	3,182.27	728.08	6,140.24	18,907.86	40,746.55

TO UNITED STATES.

Ship.	Cleared.	Destination.	Congou.	Dust.	Brick.	TOTAL BLACK.	Japan Unclaesed.	Young Hyon.	Hyon.	Sorts.	Twankay.	Imperial.	Gunpowder.	TOTAL GREEN.
Total as per last Report.....			500.95	..	..	500.95	1,889.65	16,632.91	2,605.00	24.00	1,809.75	4,236.81	6,932.89	23,684.10
William Turner.....	Oct. 31	New York.....	..	815.61	..	815.61	..	2,017.40	222.22	87.24	164.00	508.88	481.60	3,290.74
Masonic.....	Nov. 5	Do.....	..	..	..	..	232.63	2,381.77	401.06	..	162.49	301.20	631.45	4,101.01
Total.....			500.95	815.61	..	816.56	1,622.30	20,932.08	3,226.27	61.24	1,682.24	4,992.48	7,948.84	40,478.45

TO HONGKONG AND COAST PORTS.

Ship.	Cleared.	Destination.	Congou.	Dust.	Brick.	TOTAL BLACK.	Japan Unclaesed.	Young Hyon.	Hyon.	Hyon Skin.	Twankay.	Imperial.	Gunpowder.	TOTAL GREEN.
Total as per last Report.....			8,028.95	..	10,333.02	27,097.57	880.13	..	638.70	..	..	..	63.00	1,581.08
Chihli.....	Oct. 30	Tientsin.....	..	..	..	..	..	..	..	..	..	..	..	..
Kia Shih.....	" 31	Do.....	..	..	400.00	400.00	..	..	..	..	..	..	..	..
Dragon.....	Nov. 2	Newchwang.....	12.00	..	..	12.00	..	..	..	..	..	..	..	..
Kiangsoo.....	" 2	Ningpo.....	235.80	..	..	235.80	..	..	..	..	..	..	..	500.70
Phao.....	" 4	Hongkong.....	27.00	..	..	27.00	..	..	..	..	..	..	..	41.20
Ganges.....	" 4	Do.....	..	..	..	..	..	20.60	50.15	..	..	..	..	70.74
Yuen-tze-foi.....	" 4	Tientsin.....	206.13	..	..	206.13	..	..	..	..	..	..	..	..
Shamoo.....	" 4	Do.....	..	..	255.00	255.00	..	..	..	..	..	..	..	332.00
Island Queen.....	" 6	Do.....	520.86	..	114.45	635.31	..	..	..	..	..	..	..	445.20
Total.....			9,715.80	..	20,203.07	29,918.87	..	..	..	..	..	..	..	2,686.92

SILK.

	TO GREAT BRITAIN.	TO MANCHESTER.	TO AMERICA.	TO HONGKONG & COAST PORTS.	TOTAL CHINA.	JAPAN TRANSHIPPED.	GRAND TOTAL.
Total as per last Report.....	27927	7674	489	325	36415	6208	42623
Shipments since last Report.....	1942	17	524	..	1863	732	2615
Total.....	29869	7691	1013	325	38278	7040	45318

COTTON.

Ship.	Cleared.	HONGKONG.			COAST PORTS.			JAPAN.			TOTAL.
		Export.	Re-export.	Trans-shipped.	Export.	Re-export.	Trans-shipped.	Export.	Re-export.	Trans-shipped.	
Total as per last Report.....		2,601.02	..	..	23,109.00	..	..	18,074.01	..	..	41,044.03
Tahwah.....	Oct. 30	..	..	..	1,202.60	..	..	..	..	..	1,202.60
Goung and Mathilda.....	" 30	..	..	..	1,643.03	..	..	..	..	..	1,643.03
Five Vessels on.....	" 31	..	..	..	..	..	..	5,003.17	..	..	5,003.17
Three ".....	" 31	..	..	..	2,221.85	..	..	..	..	..	2,221.85
Three ".....	Nov. 2	..	..	..	..	..	..	3,204.63	..	..	3,204.63
Plymouth Rock.....	" 3	..	..	..	2,148.30	..	..	..	..	..	2,148.30
Ordiz.....	" 4	..	..	..	..	..	..	600.24	..	..	600.24
Five Vessels on.....	" 4	..	..	..	2,541.30	..	..	..	..	..	2,541.30
Fusi-Yama.....	" 5	..	..	..	1,428.27	..	..	..	..	..	1,428.27
Adeline.....	" 7	..	..	..	..	..	..	330.00	..	..	330.00
Total.....		2,601.02	..	..	33,820.17	..	..	20,077.05	..	..	65,009.14

OPIUM
OPIUM RETURN FOR THE WEEK ENDING OCTOBER 31st, 1868.
IMPORTED.

	MALWA.		PATNA.		BENARES.		PERSIAN.	
	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.	Chests.	Weight.
Imported and stored on board Receiving Vessels.....	827	827.00	8	8.00	..	..	..	..
Imported and transhipped for re-exportation without being stored on board Receiving Vessels or landed.....	22	22.00	..	..	..	..	..	..
Imported direct to the shore.....	..	..	3	3.00	..	..	..	..
Total.....	849	849.00	11	11.00	..	..	..	..
Landed from Receiving Vessels and intended chiefly for Local consumption.....	20	20.00	102	122.40	65	78.00	..	..

RE-EXPORTED.

Description.	Chinkiang.		Kiukiang.		Hankow.		Chefoo.		Tientsin.		Newchwang.		Ningpo.		Keelung.		TOTAL.	
	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.	Chts.	Wght.		
Malwa	129	129.00	22	22.00	40	40.00	7	7.00	55	55.00	210	210.00	63	63.00	..	..	523	523.00
Patna	2	2.40	..	..	2	2.40	..	..	8	8.00	..	6.00	12	14.40	..	..	32	38.40
Benares	..	..	..	..	..	..	..	..	..	..	..	..	2	2.40	..	..	2	2.40
Turkey	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total.....	129	129.40	22	22.00	42	42.40	10	10.00	63	64.00	216	216.00	77	79.80	..	..	557	559.40

FREIGHTS.

FROM SHANGHAI DURING THE PAST MONTH.

NAME OF VESSEL.	FLAG.	REG.	TONS.	VOYAGE.	LAY DATE.	RATES.	REMARKS.
Hieronymus.....	N-Ger.	Brig	232	To Chefoo.....	15	\$ 1,000.00	In full.
Alma.....	British	Barque	373	" Swatow and back.....	55	4,075.00	"
Royal Saxon.....	British	Ship	799	" Foochow and back.....	28	4.00	Per ton Register.
Neumacht.....	British	Barque	483	" ..	..	4.75	"
Arman.....	N-Ger.	Ship	890	" Swatow.....	20	1,800.00	In full.
Lytleton.....	British	Ship	685	" Whampoa via Hongkong.....	25	2,000.00	"
Algeron.....	British	Barque	416	" Higo.....	23	5,000.00	"
..	..	..	446	" Hakodadi and back.....	85	0.225	Per picul.
Jane Spiers.....	N-Ger.	Brig	309	" Alcock Bay and back to Chefoo.....	30	2,450.00	In full.
Margot.....	N-Ger.	Brig	292	Monthly Charter.....	3 months	330.00	Per month.

**OAKEY'S SILVERSMITHS' SOAP**

(NON-MERCURIAL)

For Cleansing and Polishing Silver, Electroplate, Plate Glass, Marble, &c. Tablets 6d. each.

OAKEY'S WELINGTON KNIFE POLISH

Prepared expressly for the Patent Knife-Cleaning Machines, India Rubber and Buff Leather Knife Boards. Knives constantly cleaned with it have a brilliant polish equal to new cutlery. Sold in Packets, 3d. ea.; and Tins, 6d., 1s., 2s. 6d., and 4s. 6d.

OAKEY'S INDIA RUBBER KNIFE BOARDS

Prevent friction in cleaning and injury to the knife. Price from 1s. 6d. ea. Oakey's Wellington Knife Polish should be used with the boards.

Sold everywhere by Grocers, Ironmongers, Brushmakers, Oilmen, Chemists, &c. Wholesale by JOHN OAKEY & SONS, Manufacturers of

EMERY CLOTH, BLACK LEAD, CABINET GLASS, PAPER, &c.172, BLACKFRIARS-ROD, LONDON, ENGLAND
7th 6 August 8th, 1868.**PAYNE & COMPANY,
BELATEE BUNGALOW,
CALCUTTA.**Established half a Century,
Wholesale and Retail Depot,
FOR THE SALE OF THEIR RENOWNED**CHUTNIES & INDIAN CONDIMENTS.**

NAMELY:—

Finest Bengal Club Chutney	Per Hhd.	£25
Finest Lucknow Chutney	Per doz	£30s.
Finest Cashmere Chutney	Per doz	£30s.
Finest Madras Chutney	Per doz	£30s.
Finest Col. Skinner's Chutney	Per doz	£30s.
Finest Major Gray's Chutney	Per doz	£30s.
Finest Pickled Mangoes, 100 in barrel	20s.	
Finest Mulligatawny	Per Hhd.	£25
Paste	Per doz	£30s.
Finest Curry Paste	Per doz	£30s.
Finest Curry Powder	Per lb.	4s.
Finest Tamarind Fish 100 slices in barrel	20s.	
Finest Tamarind Fish 100 slices in barrel	20s.	
Finest Mango Pickles	Per doz	£30s.
Finest Smoked Mango Fish, 100 in tins	11s.	
Finest Chilli Vinegar Per bottle	2s.	
Finest Cayenne Pepper Per bottle	2s.	

JAMS AND JELLIES.

Finest Guava Jelly, Finest Tiptree Jam, Finest Preserved Limes, Finest Preserved Mangoes, Finest Pine Apple Jelly, Finest Pine Apple Preserve, Finest Pickled Limes, Finest Bael Preserve—2-lb. tins, 3s. 6d. doz., 1-lb. tins, 2s. 4d. doz.

AND
Finest Bengal Humps—1s. 6d. ½ lb.
N.B.—Chutnies, Curry Powders, and Pastes, shipped in bulk to any quarter of the globe.**PAYNE & Co.**

Have always on hand a large Stock of superior MANILA GIGARS, of all sizes.

Terms: Remittance, or reference in Calcutta, to accompany order

For orders over £25, 20 per cent discount will be allowed, all Goods free on board in Calcutta.

17th 13 September 19th, 1868.

JOHN MOIR & SON,

Aberdeen.

Preserved Provision Manufacturers and Export Oilmen,

In addition to their Preserved Provisions and Oilmen's Stores, would particularly direct the attention of their numerous customers to the following articles, newly introduced by their firm:—

The "Duke of Edinburgh's Sauce,"
The "Fish Sauce,"
The "Aberdeen Pickle." Condensed Coffee with Milk and Sugar, Baking Powder, and Condensed Milk.See Dr. HARRALL'S Report on the Duke of Edinburgh's Sauce, and the Condensed Milk.
17th 11 September 19th, 1868.**ELLWOOD'S
AIR-CHAMBER HAT FOR INDIA.**
LIGHT AS FEEL—SOFT AS TURBAN,
DURABLE AND COMFORTABLE.Prize Medals—1862 and 1865
Exhibition.**HATS, CAPS, AND HELMETS,**Every description manufactured
at the Works of**J. ELLWOOD & SONS,**GREAT CHARLOTTE STREET, S. LONDON,
Helmets Contractors to the London
Police Force.Army Helmets and Caps with latest
Improvements.J. ELLWOOD & SONS' Goods are kept
by all respectable Traders and Storekeepers.CAUTION.—No Air-Chamber Hats or
Helmets genuine, unless bearing "ELLWOOD
& SONS'" name.** Orders through Mercantile Houses
carefully shipped.

17th 69 2185 March 18th, 1868.

COLT'S REVOLVERS,

As supplied to and adopted by the

English, American, Russian,
Prussian, Austrian,and many other Governments, are recognised
to be the most durable and efficient Re-
volvers existing for House Protection,
Travellers and Officers. Colt's Revolving**RIFLES, SHOT-GUNS**

AND

PISTOL-CARBINES(Pistol with attachable stock.) Exhibition
Prize Medals awarded, 1855, 1862 and 1867.
Beware of Counterfeits. Every arm is
London-proved, and bears the Company's
trade marks.HOLSTERS, BELTS, POUCHES, AMMUNITION,
Address—**COLT'S FIRE-ARMS COMPANY,**
14, PALM MALL, LONDON.Also to be had through any East India or
Colonial Agency.

17th 69 2185 March 18th, 1868

SOLID MAHOGANY FURNITUREFOR INDIA, CHINA, AND
THE COLONIES.**HEAL & SON**are Manufacturing, ESPECIALLY FOR USE IN
EXTREME CLIMATES, Bed-Room Furniture,
which is entirely free from Veneer.**IRON AND BRASS BEDSTEADS**
suitable for all parts of the World. Their
stocks consist of 2,500 Bedsteads.**HEAL & SON'S PATENT HORSEHAIR
MATTRESS.**The Patent is for preventing the material
from felting into a mass, and is especially
suited for warm climates.**ILLUSTRATED CATALOGUE
FOR INDIA, CHINA, AND
THE COLONIES.**of Bedsteads, Bedding, and Bed-Room
Furniture, sent free to every part of the
World to which there is Book Post.**HEAL & SON,**BEDSTEAD, BEDDING, AND BED ROOM
FURNITURE MANUFACTURERS,
100, 107 & 108, Tottenham Court Road,
London, W.* Remittances and orders must be made payable in
London.

31de-68 1526 December 24th, 1867.

DINNEFORD'S FLUID MAGNESIA.

The best remedy for

Acidity of the Stomach, Heartburn
Headache, Gout, and Indigestion;
and the best mild aperient for delicate con-
stitutions, especially adapted for LADIES'
CHILDREN, and INFANTS, and for regular
use in Warm Climates.**DINNEFORD & Co.,**
Chemists, London, and of Druggists and
Storekeepers throughout the World.
AGENTS in Shanghai Messrs. WATSON,
CLARKE & Co.N.B. Ask for DINNEFORD'S MAGNESIA.
31de-68 1529 December 24th, 1867.**BRITISH COLLEGE OF HEALTH,
EUSTON ROAD, LONDON.**FORTY YEARS' USE OF THESE MEDICINES
(Morison's Vegetable Universal
Medicines)By the public has proved their efficacy
and virtues, and the truth of Mr. Mori-
son's system as to the cure of diseases.
Being composed only of vegetable matter
or medicinal herbs, they are harmless
to the most tender age or weakest frame,
under every stage of suffering; the most
pleasant in their operation; and the most
certain in searching out the root of any
complaint. Besides cleansing the great
highway of the body—the bowels—they,
act copiously on the kidneys, the liver,
and the skin. A sense of relief in the
whole system, is felt very shortly after they have been taken,—the blood flows more
evenly, the heart beats more regularly, and sleep is given to those long deprived of it.
The medicines consist of three sorts. No. 1 Morison's Pills; No. 2 Morison's Pills. In
boxes at 7d., 1s. 1d., 2s. 9d., and 4s. 6d.; family packets, 1s. each; also the Vegetable
Aperient Powders, 1s. 1d. per box.**MORISON'S UNIVERSAL OINTMENT**Is recommended as the best external application in all cases of Wounds, Cutaneous
Eruptions, &c. In Pots at 1s. 1d. and 2s. 9d. each.The above Vegetable Universal Medicines are sold by the Hygeian Agents, and all
Medicine Vendors.AGENTS in Shanghai,—Messrs. LEWELLYN & Co.,—Medical Hall.
31de-68 1527 December 24th, 1867.**LEA & PERRINS'**

CELEBRATED

WORCESTERSHIRE SAUCE.

DECLARED BY CONNOISSEURS

TO BE

THE ONLY GOOD SAUCE.**Caution Against Fraud.**The success of this most delicious and
unrivalled Condiment having caused certain
dealers to apply the name of "Worcestershire
Sauce" to their own inferior compounds, the
Public is hereby informed that the only way
to secure the genuine, is toASK FOR LEA & PERRINS' SAUCE,
and to see that their names are upon the
wrapper, labels, stopper, and bottle.Some of the foreign markets having been
supplied with a spurious Worcestershire
Sauce, upon the wrapper and labels of which
the names of Lea and Perrins have been
forged, L. and P. give notice that they have
furnished their correspondents with power
of attorney to take instant proceedings
against Manufacturers and Vendors of such,
or any other imitations by which their right
may be infringed.

Ask for LEA & PERRINS'

Sauce, and see Name on Wrapper, Label,
Bottle, and Stopper.Wholesale and for Export by the Proprietors,
Worcester; Crosse and Blackwell,
London, &c., &c.; and by Grocers and
Oilmen universally.

16ja-69 1721 January 16th 1868.

FRAUD.

No. 2.

ON the 27th June, 1866, MONTEWALLAH,
a Printer, was convicted at the Supreme
Court, Calcutta, of counterfeiting the**LABELS**of Messrs. CROSSE & BLACKWELL, London,
and was sentenced by Mr. Justice Phear to**Two Years Rigorous
Imprisonment;**

And on the 30th of the same month, for

Selling Spurious Articlesbearing Labels in imitation of Messrs.
CROSSE & BLACKWELL'S,SHAIK BACHOO was sentenced, by the
Suburban Magistrate at Sealdah, to
TWO YEARS RIGOROUS IMPRISONMENTCAUTION.—Any one SELLING SPURIOUS
OILMEN'S STORES, under Crosse & Blackwell's
name, will be liable to the same punishment,
and will be vigorously prosecuted. Pur-
chasers are recommended to examine all
goods carefully before taking delivery of
them. The GENUINE Manufacturers of
Messrs. Crosse & Blackwell may be had from
Every respectable Dealer in China.

16my-69 2712 May 22nd, 1867.

English & European News.**"THE MAIL."**A PAPER containing the news, the
principal leaders, a well-digested
summary, and all interesting matter from
The Times.

Published in London twice a week.

The Newspaper hitherto known as the
Evening Mail, having become the property
of the proprietors of The Times, will, on
and after the 30th of June, be published
twice a week, under the title of**"THE MAIL,"**at the price of Threepence per copy
as heretofore.The days of publication will be Tuesday
and Friday, and each paper will contain the
news and all matters of interest appearing
in the three previous numbers of The
Times, which will thus be rendered avail-
able, in a cheap and convenient form, for
persons residing abroad or in the colonies.Subscribers can obtain "THE MAIL,"
through Newspaper Agents, or may have
it from the Publisher, on pre-payment, at
Printing House Square, London.

31de 3 Shanghai, 10th July, 1868.

THOMAS BEAR'S

CELEBRATED

**VIRGINIA SHAG AND BIRDSEYE
TOBACCO,**

TRADE



MARK.

The proprietor of these justly celebrated
Tobaccos begs to call the attention of the
public to the following varieties, manufac-
tured and prepared with great care from the
pure Virginia and Oriental Tobacco. And
in order that no adulteration or fraudulent
attempts at imposition should take place after
it has left his manufactory, he wishes to in-
form the public that it is never sold except
in packets, and consists of various sizes,
bearing a facsimile of his signature upon
them.Virginia Shag Tobacco, Virginia
Birdseye Tobacco, Virginia Cut Ca-
vendish Tobacco, Virginia Returns
Tobacco, York River, Carolina Rose,
Golden Gem, Havana Tobacco, Per-
sian Tobacco, Latakia Tobacco, Oro-
noko Tobacco, Imperial Tobacco,
Smoking Mixture, Jewel of Ophir.Importer of American Negro-head, Ca-
vendish, Honeydew, Natural Leaf, Havana
Cigars, Manila Cheroots, Meerschaum Pipes,
and all Descriptions of Tobacconists' Fancy
Goods.MANUFACTORY—HIGH STREET, BOROUGH,
LONDON.Sold by all Storekeepers and Dealers
throughout the world.

17th 69 2187 March 18th, 1868.



S. MAW & SON,
MANUFACTURERS OF
SURGEONS' INSTRUMENTS,
INFANTS' FEEDING BOTTLES,
LIN'T, &c., &c.,
And Dealers in all kinds of
DRUGGISTS' SUNDRIES,
AND
APOTHECARIES' WARES,
11 & 12, Aldersgate St., London, E.C.
ILLUSTRATED CATALOGUES forwarded to the
Trade on receipt of Business Card.
o-a-f 12ja 2869 June 13th, 1868.

F. S. CLEAVER'S
PHOTOGRAPHER'S SOAP,
For entirely and speedily removing the
stains of Nitrate of Silver from the hands,
etc., without in any way injuring the skin.

WARRANTED NOT TO CONTAIN A PARTICLE
OF CYANIDE OF POTASSIUM.

F. S. CLEAVER
Begs to recommend the above to the PHOTO-
GRAPHIC WORLD, PROFESSIONAL AND AMATEUR,
as being the ONLY PREPARATION EX-
TANT, which, while being perfectly harmless
in itself, will effect the desired object.
He also recommends his PRIZE MEDAL
HONEY SOAP as the ONLY ORIGINAL
AND GENUINE PLATE ROUGE
SOAP, the ONLY ARTICLE NECESSARY TO
PRODUCE A SPEEDY AND BRILLIANT POLISH.
MILITARY AND NAVAL TOILET
SOAP.
Also every description of Toilet Soap and
Perfumery.

32 and 33, Red Lion Street,
London, W.C. and Paris.
30se o-a-f 2309 April 1st, 1868.

No. 1.

BRYANT & MAY,
LONDON, E.
LUCIFER MATCHES.

BRYANT & MAY'S
VICTORIA MATCHES,
WITHOUT SMELL.

Warranted for all Climates.
Are the Best CHEAP Matches ever
offered.

Packed in Strong, Compact
Tin-lined Cases.
BRYANT & MAY,
LONDON, E.

15fe o-a-m 1941 February 15th, 1868.

BY ROYAL COMMAND.
JOSEPH GILLOTT'S
CELEBRATED
STEEL PENS.
Sold by all Dealers throughout the World
16ja-69 1719 January 16th, 1868.

REVISION OF THE TREATY.
FOR SALE.

At the North-China Herald Office.
PAMPHLETS, containing the various
MEMORIALS addressed to H. B. M.
Minister on the Revision of the Treaty of
Tientsin, and His Excellency's reply.
Price, \$1.50 per copy.

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CARDS Printed from ENGRAVED COPPER
PLATES at the North-China Herald
Office.
Shanghai May, 1863.

SHANGHAI SHIPPING INTELLIGENCE.

(SINCE REPORT PER LAST ISSUE.)

ARRIVALS.

DATE.	SHIP'S NAME.	FLAG & RIG.	TONS.	CAPTAIN.	FROM.	SAILED.	CARGO.	CONSIGNEES.
Oct. 31	Hang-chow	Am str	955	Andrews	Ningpo	Oct. 30	General	Russell and Co
...	Plymouth Rock	Am str	768	Harmon	Hankow & Ports	...	do	Russell and Co
...	Shanso	Am str	561	Loring	Tientsin & Chefoo	...	do	Russell and Co
...	Reyna de los Angeles	Spa btr	711	Kitchin	Manila	Sept. 25	do	Frazar and Co
Nov. 1	Fusi-Yama	Br str	784	Hutchison	Hankow	Oct. 30	Sundries	Russell and Co
...	Nansing	Br str	419	Tulloch	Tientsin & Chefoo	...	General	Glover and Co
...	Erl King	Br str	1010	Pinel	Hongkong	...	Sundries, etc.	Truettman and Co
...	Island Queen	Br str	130	Shaw	Foochow	...	General	Augustine Heard and Co
...	Bertha	Br str	235	Mooney	Foochow	...	do	Glover and Co
...	Phase	Fr str	711	Hinstin	Hongkong	...	Mails, etc.	Horntraeger and Co
...	Norfolk	Br bng	214	Barry	Nagasaki	...	General	Messageries Impariales
...	Icarus	H.B.M.S.	...	Lord C. J. Scott	Amoy and Foochow	...	do	Glover and Co
...	Hang-chow	Am str	955	Andrews	Ningpo	Nov. 2	General	Russell and Co
...	Hirado	Br str	1294	McQueen	Hankow	...	do	Russell and Co
...	Moyuno	Am str	709	Johnson	Ningpo	...	do	Chinese Government
...	Penella	Chi str	220	Jang-ging	Ningpo	Oct. 31	General	Augustine Heard and Co
...	Swu Nada	Am str	555	Jayne	Hongkong	Nov. 4	do	Russell and Co
...	Hang-chow	Am str	955	Andrews	Ningpo	...	do	Chinese Government
...	Tung Che	Chi str	...	Pike	Nanking	Oct. 30	General	Russell and Co
...	Costa Rica	Am str	1084	Furber	Yokohama	...	do	Edward Schellhass and Co
...	Hindu	Norw bng	255	Sandberg	Necklisky	...	Poles	Olyphant and Co
...	Etha Rickmers	N.Ger. sh	1039	Davidson	Foochow	...	Coals	A. Deut
...	Rantipole	Br sch	183	Way	Keelung	Nov. 1	General	Russell and Co
...	Zebra	H.B.M.S.	...	Trolopp	Nagasaki	...	do	Russell and Co
...	Moyuno	Am str	709	Johnson	Ningpo	...	do	T. Kroes and Co
...	Szechuen	Am str	553	Spencer	Tientsin & Chefoo	...	do	Gilman and Co
...	Tilly	Br sch	283	Taylor	Nagasaki	...	do	...
...	Lammermuir	Br sch	1054	Owen	London	...	do	...
...	Pacquetta	U. S. S.	...	Amman	Nagasaki	...	do	...
...	Adeloid	U. S. S.	...	Law	Nagasaki	...	do	...
...	Dartmouth	Br sch	933	Eladen	Sydney	...	do	...
...	Benjamin Bangs	Am sch	1040	Roko	Cardiff	...	do	...
...	Elizabeth Nicholson	Br sch	904	Crosbie	Sydney	...	do	...
...	Elmston	Br sch	...	...	Sydney	...	do	...
...	Heather Belle	Br bng	473	Finlay	Foochow	...	do	...
...	Hang-chow	Am str	955	Andrews	Ningpo	...	do	...
...	Kiang-loong	Am str	776	Friend	Hankow & Ports	...	do	...
...	Manchu	Br str	803	Clerk	Tientsin & Chefoo	...	do	...
...	Nalid	Br bng	237	Punch	Newcastle, N.S.W.	...	do	...
...	Canton	Sham sch	779	McIsner	Put back	...	do	...
...	Moyuno	Am str	709	Johnson	Ningpo	...	do	...
...	Yaseo	Br str	580	Ashton	Hongkong	...	do	...
...	Confucius	Chi str	295	Nelson	Cruise	...	do	...
...	Formosa	Br str	700	Hockin	Yokohama	...	do	...
...	Tun-sin	Br str	610	Hewlett	Hankow	...	do	...
...	Tahwah	Am str	245	Stoddard	Hankow	...	do	...
...	Adventure	H.B.M.S.	...	Hickley	Hongkong	...	do	...

DEPARTURES.

FROM THE ANCHORAGE AND WOOSUNG.

DATE.	SHIP'S NAME.	FLAG & RIG.	TONS.	CAPTAIN.	DESTINATION.	CARGO.	DISPATCHED BY.
Oct. 31	Dragon	Br str	472	Gibbon	Chefoo, Tientsin, &c.	Opium, etc.	Truettman and Co
...	Kin Shu	Br str	684	Hoolo	Chefoo & Tientsin	do	Truettman and Co
...	Francis Henry	Br sch	450	Quayle	Foochow	Ballast	Jardine, Matheson and Co
...	Tyburnia	Br sch	961	Stephens	London	Ten etc.	Gibb, Livingston and Co
...	Nestor	Br str	1414	Drenning	London, &c.	do	Butterfield & Swire
...	Hang-chow	Am str	955	Andrews	Ningpo	Opium, etc.	Russell and Co
...	Confucius	Chi str	265	Nelson	Cruise	do	Chinese Government
No. 1	Fire Queen	Am str	1123	Gray	Hankow & Ports	General	Russell and Co
...	China	N.Ger. str	648	Müller	H'kong & Canton	Sundries	Siemssen and Co
...	Ethiopian	Br sch	838	Faulkner	London	Tea	W. R. Adamson and Co
...	Wm. Turner	Br bng	431	Redmond	New York	Opium, etc.	Gilman and Co
...	Kingso	Am str	574	Moro	Tientsin	do	Russell and Co
...	Moyuno	Am str	709	Johnson	Ningpo	do	Russell and Co
...	Hirado	H.B.M.S.	...	Farquharson	Nank'g	do	...
...	Shaney	H.B.M.S.	...	Elwyn	Nanking	do	...
...	Rodney	H.B.M.S.	...	Hennenger	Nanking	do	...
...	Prince Kung	Br str	135	Brown	Foochow	General	Horntraeger and Co
...	Saturus	N.Ger. bk	332	Diederick	Yokohama	Cotton	Dow and Co
...	Ada	Br sch	398	Black	Nagasaki	Cotton, etc.	A. R. Tilly and Co
...	Fairy Queen	Br bng	213	Cock	Hiogo	do	Frazar and Co
...	Hang-chow	Am str	955	Andrews	Ningpo	Opium, etc.	Russell and Co
...	Hieronimus	N.Ger. bng	232	Raben	Chefoo	Part of Original	Glover and Co
...	Icarus	H.B.M.S.	...	Lord C. J. Scott	Nanking	do	...
...	Erl King	Br str	1010	Pinel	Hongkong	Opium, etc.	Augustine Heard and Co
...	Plymouth Rock	Am str	768	Harmon	Hankow & Ports	General	Russell and Co
...	Margot	N.Ger. bng	202	Valmardsen	Amoy	Cotton, etc.	Wm. Pusat and Co
...	Shanso	Am str	561	Loring	Tientsin	Opium, etc.	Russell and Co
...	Nansing	Br str	419	Tulloch	Chefoo & Tientsin	do	Truettman and Co
...	Moyuno	Am str	709	Johnson	Ningpo	Re-exports	Russell and Co
...	Phase	Fr str	711	Hinstin	Yokohama	General	Messageries Impariales
...	Rona	Br str	784	Hutchison	Hankow & Ports	do	Glover and Co
...	Pallas	N.Ger. bk	526	Wulff	Yokohama	Cotton, etc.	Scheibler Matthiae & Co
...	Ornate	Br sch	738	March	London	Ten, etc.	Gibb, Livingston and Co
...	Hang-chow	Am str	955	Andrews	Ningpo	Opium, etc.	Russell and Co
...	Ellenor Wood	Br bng	534	Graves	Chefoo	Sundries & Re-exports	J. S. Baron
...	Royal Saxon	Br str	799	Yale	Foochow	General	Russell and Co
...	Island Queen	Br str	130	Shaw	Tientsin	Tea, etc.	Russell and Co
...	Tung Che	Chi str	...	Pike	Nanking	do	Chinese Government
...	Fusi-Yama	Br str	1113	Hardie	Hankow & Ports	General	Russell and Co
...	China	N.Ger. sch	251	Schmidt	Amoy	do	Master
...	Moyuno	Am str	709	Johnson	Ningpo	Opium, etc.	Russell and Co
...	H. M. Elizabeth	Dut sch	382	Duko	Nagasaki	Ballast	T. Kroes and Co
...	Oanka	Br str	417	Bardis	Nagasaki & Hiogo	Cotton, etc.	T. Kroes and Co
...	Bertha	Br str	235	Mooney	T'ien & N'ehwang	Opium, etc.	Horntraeger and Co
...	Titana	Tuhl str	1000	Hanlin	Chefoo & T'ien	do	Augustine Heard and Co
...	Hang-chow	Am str	955	Andrews	Ningpo	Opium	Russell and Co
...	Hirado	Br str	1294	McQueen	Hankow & Ports	General	Russell and Co
...	Swu Nada	Am str	505	Jayne	Hongkong	do	Augustine Heard and Co
...	Szechuen	Am str	554	Peocer	Tientsin	Opium, etc.	Russell and Co
...	Rugenie	Dut bng	263	Beck	Amoy	Part of Original, etc.	Chinese Government
...	Adeline	Br str	243	Fallerton	Nagasaki	Cotton, etc.	A. R. Tilly and Co
...	Andrew Jackson	Br sch	1253	McCallum	Hongkong	Ballast	Fobes and Co
...	Alma	N.Ger. bk	378	Martin	Chefoo	Cotton, etc.	Wm. Pusat and Co
...	Moyuno	Am str	709	Johnson	Ningpo	Opium, etc.	Russell and Co

[Edited by R. S. GUNDEY, Printed and Published at the "North-China Herald Office," Shanghai.]